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# HIGHWAY STATISTICS 1953

U. S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS



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# HIGHWAY STATISTICS 1953

U. S. DEPARTMENT OF COMMERCE

SINCLAIR WEEKS, Secretary

BUREAU OF PUBLIC ROADS

FRANCIS V. du PONT, Commissioner



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## PREFACE

*This pamphlet*, the ninth of an annual series, presents the 1953 statistical and analytical tables of general interest on motor fuel, motor vehicles, highway-user taxation, financing of State and local highways, highway mileage, and Federal aid for highways.

The brief text is intended only to call attention to information of particular interest or significance, to supply definitions of the terms used in the tables, and to point out the limitations of the data presented.

Prior editions of the annual series are for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at the following prices:

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## MOTOR FUEL

Highway use of motor fuel reached a total of 42.7 billion gallons in 1953, an increase of 5.3 percent over 1952. The average use per registered vehicle was 759 gallons as compared with 762 in 1952, and resulted in an average tax payment of \$38.12 for the year, or about 10 cents a day per vehicle.

The term "motor-fuel" applies to gasoline and all other fuels coming under the purview of the State motor-fuel tax laws. The "special fuels" include diesel oil, liquefied petroleum gases, and those known by such names as "tractor" and "power" fuel, when they are used to operate vehicles on the highways. Of the special fuels diesel is by far the most widely used. In some States, fairly large amounts of liquefied petroleum gases are consumed, butane being the most common. All States except Nebraska and Vermont taxed special fuels during 1953. Nebraska, however, imposed a tax on diesel fuel beginning January 1, 1954. Some States, including Nebraska and Vermont, levied additional fees in the form of higher registration or "equalization" fees on vehicles using these fuels.

The words "exemption" and "refund" are not used interchangeably; "exemption" applies where the State purposely does not collect the tax, and "refund" applies where the State collects the tax and later returns it in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal government, or in allowances for loss through evaporation, spillage, etc. Refunds are granted for nonhighway uses of motor fuel such as in agriculture, aviation, industrial and commercial, construction, and marine use.

Motor fuel gallonage data for 1953 are given in tables G-2 and in G-21 through 25. Table G-2 shows gallonage taxed, exempted, and refunded without regard to the use of the fuel. It is intended primarily as data for tax analyses. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables G-21 through 24. These tables do not include purchases by the Federal government for military use, nor fuel exported from the continental United States. In some cases the figures differ from those in table G-2, primarily because of adjustments made to show gallonage as nearly as possible for the period in which it was consumed rather than for the period in which the tax was paid. In tables

G-21 through 24, other adjustments have been made to allow for losses from evaporation, spillage, etc.

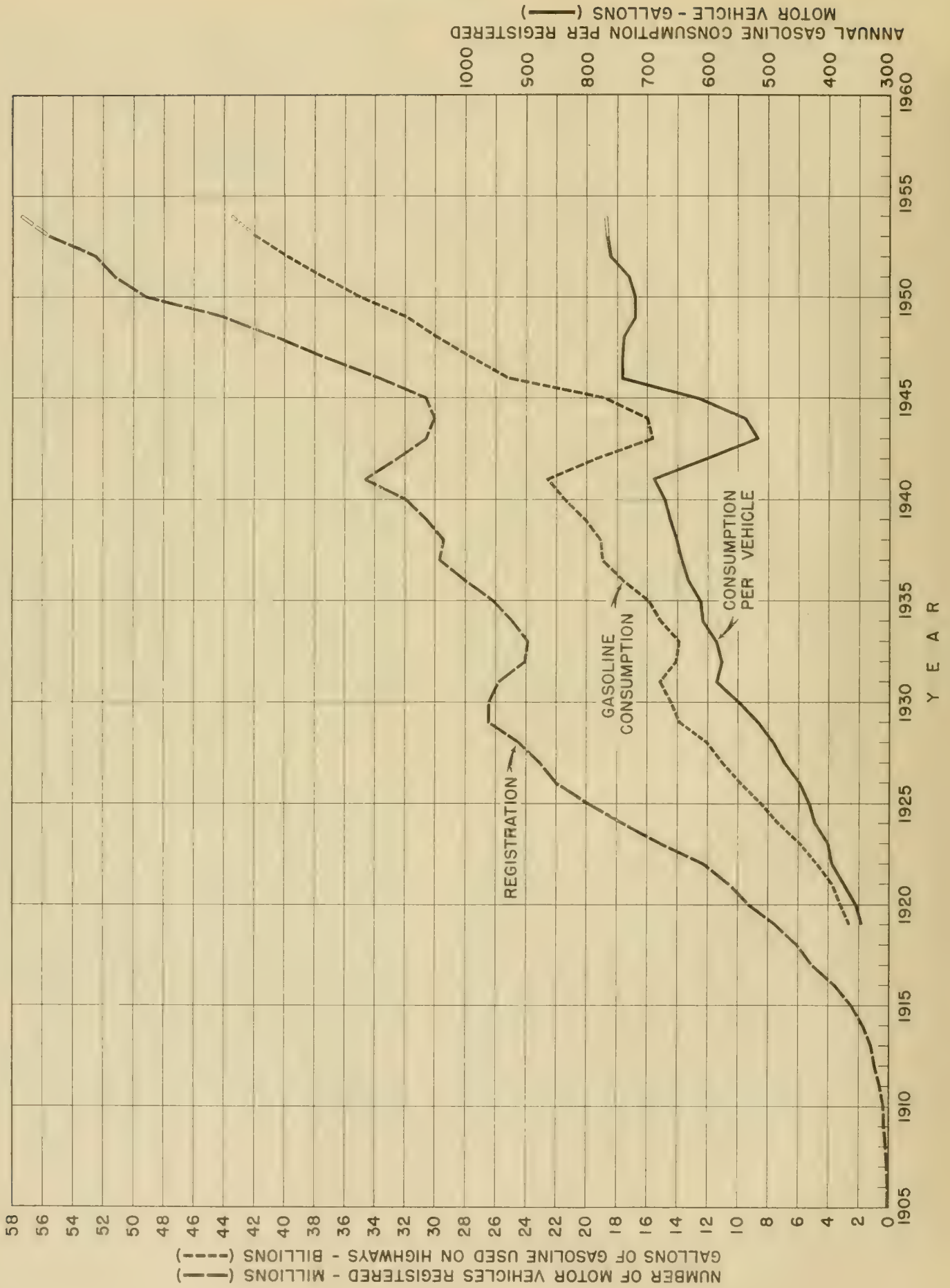
Table G-25 gives the highway use of special fuels by months for 45 States and the District of Columbia. Wisconsin taxes special fuels at the same rate as gasoline, but cannot segregate the gallonage of these fuels from gasoline. Gallonage of special fuels taxed shows a 12.4 percent increase in 1953 over 1952 compared with the 5.2 percent increase for all motor fuel. It is probable, however, that some of the growth is the result of increased effectiveness of the State authorities who administer the taxes. Although the use of special fuels has increased rapidly, it still constitutes only about 2 percent of total motor-fuel consumption.

Most States refund either all or part of the tax paid on motor fuel used for nonhighway purposes. Oklahoma is the only State that grants general tax exemptions for such fuel. In States that allow refunds or exemptions for nonhighway uses, the total gallonage claimed to be used for such purposes is known, and nearly all of these States keep records classified by type of use. For States that tax all gasoline regardless of use, allowing neither exemptions nor refunds, the gasoline used for nonhighway purposes as shown in the tables has been estimated by the Bureau of Public Roads on the basis of reports of adjoining States with similar economic characteristics. Table G-240 shows the proportion of total motor-fuel gallonage on which the tax is refunded or exempted for alleged nonhighway use.

The motor-fuel tax collections of all States are given in table G-1. The last column of the table "adjusted net total receipts" gives the motor-fuel portion of State highway-user revenues. A tax on aviation gasoline is, in most States, refunded or placed in a special fund for aviation purposes. Some States retain all or part of the tax on fuel used by boats and apply it to the improvement of marine facilities. Where the amounts of motor-fuel tax paid for these uses have been reported separately, the gross tax received is included in the collections shown in table G-1 and, if not paid out in the form of refunds, it is deducted in the next-to-last column of that table.

Table G-205 gives the gasoline tax rates in effect for each year since 1934. Disposition of motor-fuel tax revenues is given in table G-3, in the section on highway taxation.

# TREND IN MOTOR-VEHICLE REGISTRATION AND GASOLINE CONSUMPTION 1905 - 1954





# MOTOR-FUEL CONSUMPTION - 1953

TABLE 0-2, 1953  
ISSUED MAY 1954

## Motor Fuel

3

STATE	TAX RATE PER GALLON ON DECEMBER 31		GROSS AMOUNT REPORTED 3/	AMOUNT EXEMPTED FROM PAYMENT OF TAX 4/	GROSS AMOUNT ASSESSED FOR TAXATION	AMOUNT SUBJECT TO REFUND OF EXCESS TAX	NET AMOUNT TAXED			AMOUNT TAXED AT PREVAILING RATE DURING 1952	CHANGE DURING 1953		STATE
	OASOLINE	SPECIAL FUELS (DIESEL, KEROSENE, ETC.)					TOTAL	AT PREVAILING RATE	AT OTHER RATES 5/ RATE PER GALLON		AMOUNT	PERCENTAGE	
Alabama	6	Cents	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	6.0	Alabama
Arizona	6	6	735,875	11,108	724,767	30,691	724,767	718,746	1	6,021	677,814	6.0	Arizona
Arkansas	5	5	344,356	493	343,863	313,172	313,172	313,172	-	-	289,890	8.0	Arkansas
California	6.5	6.5	469,999	40,347	429,652	458,392	458,392	423,323	Various	35,069	408,931	3.5	California
Colorado	6	6	558,075	43,220	514,855	336,164	336,164	336,164	7	168,469	3,753,897	0.5	Colorado
Connecticut	4	4	619,217	603,415	6,802	66,086	66,086	446,769	-	-	428,530	4.3	Connecticut
Delaware	5	5	127,412	2,042	125,370	11,068	11,068	596,430	-	-	557,351	7.0	Delaware
Florida	7	7	1,154,907	115,327	1,039,580	-	1,039,580	1,039,580	-	-	106,111	7.7	Florida
Georgia	6	6	989,648	9,015	980,633	32,490	980,633	948,732	1	31,881	967,966	7.4	Georgia
Iowa	6	No Tax	241,338	1,622	239,716	367,400	207,226	204,581	2.5	2,245	197,898	4.7	Iowa
Illinois	6	6	2,725,311	40,880	2,684,431	112,933	2,684,431	2,317,031	-	-	2,223,958	3.6	Illinois
Indiana	6	6	1,516,967	62,958	1,454,009	-	1,454,009	1,341,176	-	-	1,226,082	4.2	Indiana
Iowa	6	6	1,050,696	20,858	1,029,838	206,806	823,032	812,437	6	10,595	768,250	3.1	Iowa
Kansas	5	5	893,044	59,722	833,322	196,851	636,471	636,471	(1/)	23,270	606,820	4.9	Kansas
Kentucky	7	7	692,904	19,016	673,888	1,161	672,727	649,457	2	9,860	617,867	5.1	Kentucky
Louisiana	7	7	712,866	45,219	667,647	27,234	640,413	630,533	1 and 4	12,163	584,559	7.9	Louisiana
Maine	6	6	267,455	2,168	265,287	-	265,287	253,124	-	-	240,591	5.2	Maine
Maryland	6	6	685,871	12,071	673,800	44,710	629,090	629,090	-	-	595,162	5.7	Maryland
Massachusetts	6	6	1,082,410	25,045	1,057,365	130,561	1,042,383	1,042,383	Various	53,491	1,009,772	3.2	Massachusetts
Michigan	4.5	4.5	2,322,628	191,149	2,131,479	-	2,001,118	1,977,627	-	-	1,863,561	9.7	Michigan
Minnesota	5	5	1,055,626	21,239	1,034,387	174,941	859,446	845,744	Various	13,702	868,675	4.6	Minnesota
Mississippi	7	7	529,322	9,286	520,036	120,612	520,036	481,803	1 and 8	38,233	460,973	4.5	Mississippi
Missouri	3	3	1,421,533	61,924	1,359,609	32,938	1,238,997	1,238,997	1	4,399	1,225,414	1.1	Missouri
Montana	6	6	271,485	3,869	267,616	-	234,678	230,279	-	-	200,983	14.6	Montana
Nebraska	6	6	532,554	14,921	517,633	92	517,633	498,679	1 and 2.5	58,905	442,157	3.7	Nebraska
Nevada	4.5	4.5	118,243	3,151	115,092	6,524	108,568	94,868	5.5	13,760	83,309	13.0	Nevada
New Hampshire	5	5	154,406	1,871	152,535	3,388	149,147	148,482	4	305	138,628	7.1	New Hampshire
New Jersey	5	5	1,624,000	107,300	1,517,100	91,721	1,425,379	1,425,379	-	-	1,341,561	6.2	New Jersey
New Mexico	6	6	315,331	10,145	305,186	24,835	280,351	280,351	-	-	261,426	7.2	New Mexico
New York	4	4	3,187,701	215,690	2,972,011	128,524	2,843,487	2,789,935	6	53,152	2,648,550	7.3	New York
North Carolina	7	7	1,173,401	68,777	1,104,624	132,849	1,041,775	1,065,466	2	39,156	1,018,446	1.8	North Carolina
North Dakota	5	5	296,597	5,069	291,528	-	158,679	158,679	-	-	146,964	8.0	North Dakota
Ohio	6	6	2,672,094	79,646	2,592,448	135,485	2,457,023	2,457,023	-	-	2,289,146	7.3	Ohio
Oklahoma	6.5	6.5	825,939	20,828	805,111	-	805,111	682,580	2	122,531	651,316	4.8	Oklahoma
Oregon	5	5	595,446	20,486	574,960	59,536	535,910	527,614	1	8,296	522,868	4.8	Oregon
Pennsylvania	5	5	2,629,809	20,486	2,609,323	-	2,609,323	2,589,316	2.5	20,007	2,469,591	0.9	Pennsylvania
Rhode Island	4	4	198,713	5,075	193,638	764	192,874	192,874	-	-	178,433	8.1	Rhode Island
South Carolina	7	7	599,295	20,832	578,463	298	578,165	558,283	1 and 2	19,882	542,176	5.0	South Carolina
South Dakota	5	5	311,793	5,079	306,714	75,158	231,556	217,092	Various	25,210	177,263	2/	South Dakota
Tennessee	7	7	856,553	39,977	816,576	16,580	800,996	778,186	1	-	736,232	5.6	Tennessee
Texas	4	4	4,686,572	1,490,599	3,195,973	387,169	2,808,804	2,782,817	6	5,987	2,676,015	4.0	Texas
Utah	5	5	271,351	16,661	254,690	-	254,690	247,006	4	7,724	234,257	5.4	Utah
Vermont	5	5	112,174	3,768	108,406	61,200	111,796	111,796	-	-	106,475	5.0	Vermont
Virginia	6	6	1,025,927	30,854	995,073	-	933,973	931,692	4	2,181	890,847	4.6	Virginia
Washington	6.5	6.5	818,193	38,294	779,899	43,159	736,740	736,740	-	-	704,769	4.5	Washington
West Virginia	5	5	416,065	4,964	411,101	10,539	400,562	400,562	-	-	390,568	2.4	West Virginia
Wisconsin	4	4	1,132,765	35,186	1,097,579	138,132	959,447	959,447	-	-	923,248	3.9	Wisconsin
Wyoming	5	5	165,762	1,675	164,087	151,374	151,374	151,374	4	12,713	145,105	4.3	Wyoming
Dist. of Col.	5	5	211,942	9,973	201,969	1,771	200,198	200,198	-	-	203,933	-1.8	Dist. of Col.
Total	10/	5.10	49,720,093	3,071,318	46,648,775	3,232,477	43,416,298	42,612,655	-	893,633	40,628,347	4.9	Total

1/ This table includes data on all motor-vehicle fuels subject to State motor-fuel taxes, except special fuels (fuels other than gasoline) used for nonhighway purposes. In nearly all States the tax on special fuels is applicable only to the gallonage used on the highways. For the few States that apply the tax to all fuels sold, the nonhighway portion of these special fuels has been excluded. An analysis of motor-fuel usage will be published in Tables G-21 through G-25.

2/ In States marked with an asterisk the tax rate on highway use of some fuels other than gasoline differs from the rate on gasoline. Some States impose additional registration fees on vehicles using special fuels. Such additional fees in Nebraska and Vermont, and a mileage tax in Idaho, are in lieu of gallonage taxes on special fuels.

3/ Export sales and other amounts not representing consumption in State have been excluded wherever possible.

4/ Includes allowances for evaporation and other losses, Federal use, and nonhighway use, where initial exemptions rather than refunds are made.

5/ Tax of 6 cents per gallon was imposed on diesel fuel beginning January 1, 1954.

6/ Increase may be due in part to fluctuation in refund payments.

7/ Weighted average rate.

8/ In some States gasoline used for specific purposes, and/or special fuels, are taxed or refunded at rates other than the prevailing rate for gasoline.

9/ Tax rates changed as follows during 1953: California gasoline and L.P.G. 4.5 to 6 cents, diesel 4.5 to 7 cents, July 1; Illinois 4 to 5 cents, January 1; Iowa gasoline and L.P.G. 4 to 5 cents, diesel 4 to 6 cents, July 1; Maryland 5 to 6 cents, January 1; Massachusetts 4.3 to 5 cents, January 1; Nebraska (gasoline only) 5 to 6 cents, May 10; Ohio 4 to 5 cents, July 16.

10/ Tax on gasoline for agricultural use was refunded at 90% of taxes paid for aviation use, at 85% for other use.

TABLE G-21, 1953  
ISSUED JUNE 1954

STATE	PRIVATE AND COMMERCIAL USE				PUBLIC USE				SUMMARY OF TOTAL USAGE				LOSSES ALLOWED FOR EVAPORATION, HANDLING, ETC. <sup>5/</sup>	TOTAL QUANTITY CONSUMED IN STATE	STATE
	HIGHWAY <sup>2/</sup>	NON-HIGHWAY <sup>2/</sup>	TOTAL	FEDERAL HIGHWAY CIVILIAN USE ONLY <sup>3/</sup>	STATE, COUNTY, AND MUNICIPAL		TOTAL PUBLIC USE	HIGHWAY		NON-HIGHWAY	TOTAL				
					HIGHWAY	NON-HIGHWAY		TOTAL	AMOUNT			GALLONS PER REGISTERED MOTOR VEHICLE <sup>4/</sup>			
Alabama	662,987	42,393	705,380	1,328	14,540	4,847	19,387	678,855	790	47,240	726,095	729,116	Alabama		
Arizona	301,551	30,148	331,699	2,490	6,005	2,002	8,007	310,046	863	32,150	342,196	345,525	Arizona		
Arkansas	413,048	35,089	448,137	781	9,809	3,269	13,078	423,638	801	38,358	461,996	467,987	Arkansas		
California	3,893,726	325,665	4,219,391	6,601	47,873	15,958	63,831	3,948,200	717	341,623	4,289,823	4,314,621	California		
Colorado	443,179	82,115	525,294	2,935	7,371	4,045	11,416	453,485	699	86,160	539,645	545,007	Colorado		
Connecticut	590,511	19,698	610,409	508	5,767	7,406	7,914	596,806	720	21,517	618,323	624,418	Connecticut		
Delaware	113,901	9,960	123,861	124	1,132	3,777	1,509	115,157	860	125,494	126,626	127,811	Delaware		
Florida	972,773	129,433	1,102,206	1,342	20,734	6,911	27,645	994,849	765	146,744	1,141,593	1,147,095	Florida		
Georgia	899,472	63,869	963,341	1,534	12,969	4,323	17,292	913,975	845	68,192	982,167	985,077	Georgia		
Idaho	198,038	36,295	234,333	1,504	4,126	1,375	5,501	203,668	670	37,670	241,338	243,693	Idaho		
Illinois	2,292,055	364,592	2,656,647	2,885	6,946	27,704	30,669	2,315,778	763	271,969	2,587,747	2,613,496	Illinois		
Indiana	1,324,863	144,306	1,469,169	830	10,690	3,563	14,253	1,336,363	830	147,869	1,484,232	1,506,095	Indiana		
Iowa	811,233	206,766	1,017,999	855	11,816	3,939	15,755	823,904	732	210,705	1,034,609	1,050,370	Iowa		
Kansas	615,441	201,344	816,785	891	12,403	4,134	17,428	628,735	697	205,478	834,213	842,294	Kansas		
Kentucky	636,374	26,299	662,673	1,755	8,411	2,604	12,970	646,540	712	29,103	675,643	684,091	Kentucky		
Louisiana	431,442	43,442	474,884	885	11,118	2,746	14,864	463,736	764	47,148	510,884	518,032	Louisiana		
Maine	249,218	11,564	260,782	323	3,379	1,126	4,505	252,920	693	12,690	265,610	268,284	Maine		
Maryland	620,375	37,186	657,561	1,188	8,398	2,766	11,144	629,921	768	39,972	669,893	676,742	Maryland		
Massachusetts	1,026,717	24,295	1,051,012	1,531	11,021	3,674	14,695	1,039,117	731	277,969	1,317,086	1,344,846	Massachusetts		
Michigan	1,976,903	268,075	2,244,978	1,931	29,689	9,896	39,585	2,008,123	722	277,971	2,286,094	2,318,042	Michigan		
Minnesota	827,042	192,898	1,019,940	1,187	11,621	3,874	15,495	839,850	660	196,772	1,036,622	1,052,262	Minnesota		
Mississippi	477,686	29,219	506,905	923	9,136	3,052	12,188	487,765	876	32,271	520,036	527,829	Mississippi		
Missouri	1,226,276	153,430	1,379,706	1,466	11,163	3,721	14,884	1,238,699	894	157,451	1,396,150	1,416,371	Missouri		
Montana	222,906	36,802	259,708	1,591	4,438	1,479	5,917	229,335	759	38,781	268,116	271,485	Montana		
Nebraska	66,229	66,229	132,458	1,003	6,129	2,043	8,172	450,350	713	68,272	518,630	526,636	Nebraska		
Nevada	104,879	9,510	114,389	798	1,379	460	1,839	107,236	1,006	9,978	117,214	118,243	Nevada		
New Hampshire	1,457,584	45,033	1,502,617	1,078	3,061	1,020	4,081	1,468,661	775	48,773	1,518,434	1,534,431	New Hampshire		
New Jersey	276,883	24,315	301,198	2,763	2,934	978	3,912	282,880	932	25,293	307,873	312,211	New Jersey		
New Mexico	2,637,616	3,095,035	5,732,651	4,282	51,947	17,316	69,263	2,695,845	993	272,735	3,168,580	3,193,063	New Mexico		
North Carolina	1,030,286	181,333	1,211,619	1,127	32,569	10,346	44,915	1,063,952	846	92,179	1,156,131	1,167,692	North Carolina		
North Dakota	2,464,459	232,043	2,696,502	784	2,060	966	3,026	159,303	544	133,009	292,312	296,267	North Dakota		
Ohio	2,424,551	150,921	2,575,472	2,797	29,108	9,703	38,811	2,486,446	776	160,624	2,617,070	2,655,817	Ohio		
Oklahoma	666,930	118,440	785,370	1,363	15,443	5,160	20,604	682,874	735	123,600	806,474	814,508	Oklahoma		
Oregon	518,888	60,341	579,229	2,344	10,338	3,446	13,784	539,677	713	63,787	594,684	600,219	Oregon		
Pennsylvania	2,460,705	114,467	2,575,172	1,734	25,613	34,151	36,495	2,480,662	728	123,005	2,613,667	2,631,345	Pennsylvania		
Rhode Island	189,075	776	189,851	175	2,889	963	3,852	192,139	684	1,739	193,878	195,886	Rhode Island		
South Carolina	520,512	44,018	564,530	2,532	13,486	4,547	18,032	538,658	752	46,327	585,185	587,645	South Carolina		
South Dakota	207,908	94,242	302,150	1,154	3,723	1,264	4,984	216,395	691	95,483	307,868	310,938	South Dakota		
Tennessee	770,727	51,355	822,082	4,607	16,256	5,419	21,675	791,590	756	56,774	848,364	856,918	Tennessee		
Texas	2,755,731	359,987	3,115,718	3,792	53,255	6,832	64,179	2,810,078	836	366,789	3,176,867	3,231,951	Texas		
Utah	211,135	38,266	249,401	1,304	4,899	1,625	6,203	216,113	739	39,921	256,034	259,698	Utah		
Vermont	106,660	3,765	110,425	1,081	1,088	343	1,431	107,869	839	4,108	111,977	113,110	Vermont		
Virginia	924,485	45,012	969,497	1,529	13,405	4,468	17,873	939,359	861	49,480	988,839	999,159	Virginia		
Washington	705,176	63,151	768,327	6,134	19,644	6,418	26,062	730,954	695	69,699	800,653	802,548	Washington		
West Virginia	393,042	7,752	400,794	519	7,225	2,408	9,633	400,769	775	10,060	410,846	415,291	West Virginia		
Wisconsin	944,903	140,270	1,085,173	942	14,514	4,848	19,352	960,359	772	153,113	1,113,507	1,130,296	Wisconsin		
Wyoming	147,702	13,404	161,106	969	2,971	743	2,971	150,946	925	14,147	165,046	166,633	Wyoming		
Dist. of Col.	200,216	1,753	201,969	1,770	1,916	639	4,355	201,902	1,060	2,392	206,294	207,097	Dist. of Col.		
Total	42,006,508	4,444,642	46,451,150	83,321	642,018	204,548	846,566	42,711,847	759	4,643,190	47,355,037	47,889,793	Total		
Percentage	88.66	9.38	98.04	0.17	1.36	0.43	1.79	90.19	-	9.81	100.00	-	Percentage		

<sup>1/</sup> Tables G-21 through G-25 are based on reports of motor fuel passing through State taxing channels. In order to make the data uniform and complete, numerous estimates and approximations were made by the Bureau of Public Roads. The resulting gallonages differ in many instances from the unadjusted data recorded in Table G-2.

<sup>2/</sup> Amounts of highway and nonhighway use were determined principally by analysis of data on taxed gallons, exemptions, and refunds. Estimates for States that report no exemptions or refunds for non-highway use were based on data for States having similar characteristics.

<sup>3/</sup> All motor fuel used by the military services and nonhighway fuel used by civilian branches of the Federal Government are excluded from this table.

<sup>4/</sup> The figures in this column are obtained by dividing total highway fuel consumption by total

<sup>5/</sup> Some States make a flat percentage allowance for losses in storage and handling, and others allow for actual losses not to exceed a specified percentage. Still others permit distributors to claim stock losses in reconciliation of inventories, thus exempting the lost gallonage from taxation. Losses by destruction, where reported separately, are also included in this column. The maximum allowance used in this analysis, to cover losses in storage and handling was 1.5 percent. Where allowances were not reported, estimates were made on the basis of legal provisions and reported practices.

1/ Tables G-21 through G-25 are based on reports of motor fuel passing through State taxing channels.

In order to make the data uniform and complete, numerous estimates and approximations were made by the Bureau of Public Roads. The resulting gallonages differ in many instances from the unadjusted data recorded in Table G-2.

2/ Amounts of highway and nonhighway use were determined principally by analysis of data on taxed gallons exemptions and refunds. Estimates for States that report no exemptions or refunds for non-highway use were based on data for States having similar characteristics.

3/ All motor fuel used by the military services and nonhighway fuel used by civilian branches of the Federal Government are excluded from this table.

4/ The figures in this column are obtained by dividing total highway fuel consumption by total motor vehicle registrations (Table NV-1, 1953).

5/ Some States make a flat percentage allowance for losses in storage and handling, and others allow for actual losses not to exceed a specified percentage. Still others permit distributors to claim stock losses in reconciliation of inventories, thus exempting the lost gallonage from taxation. Losses by destruction, where reported separately, are also included in this column. The maximum allowance used in this analysis to cover losses in storage and handling was 1.5 percent. Where allowances were not reported, estimates were made on the basis of legal provisions and reported practices.



TOTAL MOTOR FUEL CONSUMPTION BY MONTHS IN 1953 <sup>1/</sup>TABLE G-22, 1953  
ISSUED JUNE 1954

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	
Alabama	56,313	52,738	61,438	63,702	61,138	63,645	61,739	62,372	61,161	63,472	59,184	62,014	729,116	Alabama
Arizona	28,908	27,513	28,129	28,501	27,551	30,004	29,947	27,655	28,761	29,132	30,868	30,761	345,515	Arizona
Arkansas	36,553	32,102	38,120	40,239	37,551	44,456	40,329	39,788	39,497	41,054	39,119	37,179	467,987	Arkansas
California	331,103	330,190	336,602	348,841	366,062	394,200	372,900	362,552	370,859	370,970	348,039	365,263	4,314,621	California
Colorado	36,857	34,493	41,628	42,978	46,863	53,819	57,057	55,954	51,047	46,707	39,612	38,992	545,007	Colorado
Connecticut	14,205	14,231	14,641	14,896	15,390	16,407	17,783	16,227	15,882	15,214	16,171	15,871	624,418	Connecticut
Delaware	8,592	8,410	9,616	10,762	11,310	12,459	12,459	11,615	10,913	10,873	9,409	10,410	126,581	Delaware
Florida	102,491	100,988	108,121	98,907	90,877	93,055	91,050	87,824	83,193	89,353	92,555	108,681	1,147,095	Florida
Georgia	77,636	72,229	83,449	84,702	82,959	85,803	85,219	85,056	80,647	85,031	80,130	82,586	985,077	Georgia
Idaho	14,124	14,750	18,411	20,231	20,764	24,316	25,035	23,717	23,717	24,432	18,090	15,794	243,693	Idaho
Illinois	180,925	185,721	215,358	230,805	251,759	259,624	246,158	233,146	235,775	246,014	218,767	224,144	2,728,196	Illinois
Indiana	103,421	105,156	118,135	128,691	138,155	146,069	137,948	129,177	128,962	136,166	111,781	122,354	1,506,095	Indiana
Iowa	64,814	60,919	81,555	93,015	111,842	109,959	100,766	87,478	90,186	100,066	78,064	71,706	1,050,370	Iowa
Kansas	58,471	59,338	65,212	72,996	72,996	94,846	85,807	76,656	74,086	67,632	61,824	62,235	846,294	Kansas
Kentucky	51,071	48,702	50,847	58,532	57,988	65,169	61,417	58,429	60,028	61,116	54,498	56,294	684,091	Kentucky
Louisiana	50,368	48,705	56,364	56,362	54,607	60,403	58,452	57,593	57,382	60,893	56,212	62,855	680,826	Louisiana
Maine	17,567	16,960	16,827	18,838	22,663	25,976	30,093	29,041	25,169	24,164	20,436	20,550	268,284	Maine
Maryland	50,030	47,688	52,634	51,448	63,145	57,405	62,328	59,135	57,800	59,664	52,232	57,293	676,742	Maryland
Massachusetts	73,421	75,350	80,061	85,724	91,812	98,779	101,529	98,681	92,961	94,469	85,216	94,613	1,077,646	Massachusetts
Michigan	186,979	162,951	171,432	195,337	196,893	215,562	222,597	214,699	200,238	197,122	174,906	178,926	2,318,042	Michigan
Minnesota	63,984	60,104	72,465	81,835	97,391	106,069	107,920	105,994	100,781	99,546	80,501	72,672	1,052,262	Minnesota
Mississippi	40,337	39,528	42,404	46,621	46,569	46,805	46,960	42,982	43,091	44,418	43,185	44,929	527,829	Mississippi
Missouri	103,305	101,908	113,205	119,657	126,047	136,062	127,567	117,189	121,357	123,611	110,893	115,590	1,416,371	Missouri
Montana	15,081	14,857	18,879	22,801	23,415	27,943	32,242	32,569	25,247	22,031	19,697	11,323	271,485	Montana
Nebraska	34,680	30,962	43,140	46,177	47,623	53,384	56,946	47,405	46,301	46,351	36,702	36,065	526,696	Nebraska
Nevada	7,449	7,770	8,230	9,171	9,751	11,674	12,333	12,729	11,259	10,160	9,112	8,729	118,243	Nevada
New Hampshire	10,368	10,106	9,764	10,827	12,544	14,329	14,504	16,956	14,166	14,166	11,534	12,250	153,647	New Hampshire
New Jersey	111,466	108,937	114,936	123,881	130,328	138,944	145,001	140,132	132,601	134,683	120,775	132,147	1,554,451	New Jersey
New Mexico	22,748	24,202	24,487	25,367	25,729	28,976	27,508	29,521	26,180	26,569	25,124	25,800	312,211	New Mexico
New York	227,974	215,494	236,629	244,227	272,120	292,136	309,161	297,152	287,297	283,205	252,040	270,628	3,196,063	New York
North Carolina	91,205	90,808	91,617	104,741	99,737	100,463	100,192	101,242	97,937	99,810	96,408	93,532	1,167,692	North Carolina
North Dakota	13,631	12,395	17,071	25,251	30,529	31,581	31,071	40,270	34,476	25,581	19,226	15,275	296,267	North Dakota
Ohio	188,423	178,984	213,213	220,305	225,703	233,688	244,486	237,402	233,169	230,685	223,300	218,459	2,655,817	Ohio
Oklahoma	68,046	58,732	63,669	65,006	70,808	82,616	72,732	72,764	69,344	67,655	62,974	67,162	814,508	Oklahoma
Oregon	40,243	42,103	44,653	48,965	49,150	55,916	61,133	59,223	57,143	51,946	46,919	42,785	600,219	Oregon
Pennsylvania	191,012	181,471	202,207	215,095	228,521	238,355	246,110	234,885	229,590	234,421	207,547	222,132	2,631,346	Pennsylvania
Rhode Island	14,349	13,536	14,529	15,059	16,534	17,484	18,563	18,037	17,795	16,923	15,620	17,057	195,886	Rhode Island
South Carolina	46,809	43,338	48,860	51,373	48,846	51,711	51,977	49,576	48,382	51,096	46,963	48,670	587,645	South Carolina
South Dakota	16,592	17,066	17,766	18,405	28,564	28,755	32,363	30,805	31,854	31,524	30,270	19,954	310,938	South Dakota
Tennessee	72,059	60,839	68,250	69,338	75,581	73,523	74,590	77,559	67,575	72,115	66,588	77,961	856,918	Tennessee
Texas	258,657	240,658	270,516	274,160	267,011	288,969	268,447	268,645	263,255	268,293	259,233	274,107	3,201,951	Texas
Utah	18,023	16,748	20,250	21,230	21,860	25,693	24,959	23,556	23,263	23,110	19,182	19,494	259,698	Utah
Vermont	7,368	7,114	7,063	8,154	9,463	10,804	12,768	12,051	10,591	10,233	8,955	8,546	113,110	Vermont
Virginia	75,022	70,802	78,143	85,601	83,176	89,680	91,557	87,522	86,579	86,885	78,360	86,012	999,159	Virginia
Washington	55,007	56,599	61,786	65,245	68,156	73,141	77,235	77,732	72,470	70,517	61,552	63,068	802,548	Washington
West Virginia	33,397	27,816	28,628	32,815	37,343	33,168	40,122	38,450	38,450	35,914	32,914	34,967	415,290	West Virginia
Wisconsin	75,646	67,031	78,978	94,001	103,759	110,739	117,620	107,082	105,082	99,957	86,375	83,982	1,130,196	Wisconsin
Wyoming	8,499	11,333	11,333	12,560	16,546	16,546	19,924	20,956	16,222	13,714	10,895	16,222	166,653	Wyoming
Dist. of Col.	17,093	15,790	17,001	17,657	17,714	17,903	17,899	17,444	16,354	17,666	16,401	18,175	207,097	Dist. of Col.
Total	3,505,266	3,353,381	3,720,480	3,974,254	4,149,310	4,428,559	4,427,307	4,303,633	4,250,672	4,181,214	3,777,183	3,918,534	47,889,793	Total

<sup>1/</sup> This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use by month; Table G-22 gives nonhighway use by purpose of use, and Table G-25 gives highway use by special months. Table G-24 gives nonhighway use by purpose of use, and Table G-25 gives highway use by special months.

Fuels by months (see notes to Table G-21). Table G-22 gives a segregation by months of the total consumption reported in the final column of Table G-21, and includes losses allowed for evaporation, handling, etc., as well as the highway and nonhighway uses.

## HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1953

TABLE G-23, 1953  
ISSUED JUNE 1954

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
Alabama	53,777	47,819	56,302	56,182	54,711	59,041	58,004	59,078	57,554	60,295	56,917	59,175	676,855	Alabama
Arizona	26,336	24,876	29,209	25,134	25,243	26,262	26,243	24,774	24,506	26,222	26,849	28,235	310,046	Arizona
Arkansas	34,360	28,947	33,777	33,932	31,564	39,329	36,914	36,577	36,456	38,281	36,863	37,008	423,638	Arkansas
California	306,767	304,652	307,704	320,775	333,188	362,345	335,035	348,860	336,027	338,982	317,845	335,820	3,948,200	California
Colorado	32,429	30,387	35,769	34,036	37,727	43,148	45,142	46,434	40,853	38,710	33,921	34,929	453,485	Colorado
Connecticut	42,594	42,171	44,167	47,479	51,158	54,220	55,631	54,171	52,513	47,629	52,059	47,629	596,806	Connecticut
Delaware	8,450	7,852	8,617	9,729	10,011	10,238	11,446	10,619	9,582	9,944	9,718	9,718	115,157	Delaware
Florida	88,861	87,686	94,258	86,049	79,157	80,679	78,715	75,581	72,011	77,156	80,020	94,196	994,849	Florida
Georgia	73,926	65,412	76,122	74,284	73,442	79,344	79,674	80,296	75,279	80,968	76,565	78,693	913,975	Georgia
Idaho	12,837	13,510	16,508	16,290	16,766	19,311	19,687	19,687	19,551	18,907	18,907	14,357	203,668	Idaho
Illinois	162,027	165,146	184,191	192,742	212,435	212,827	196,305	200,930	199,829	208,141	185,371	156,434	2,132,778	Illinois
Indiana	94,449	96,177	105,885	113,792	121,183	124,718	117,733	115,308	111,604	120,692	101,393	113,449	1,336,353	Indiana
Iowa	38,999	53,310	72,200	79,760	81,527	78,033	77,428	73,480	55,550	81,998	60,702	60,917	823,904	Iowa
Kansas	51,266	42,967	54,889	49,874	51,649	71,403	51,993	53,613	46,161	48,017	48,017	54,110	688,735	Kansas
Kentucky	48,961	46,409	47,903	55,049	53,608	60,859	57,918	55,514	56,739	58,013	51,766	53,801	646,540	Kentucky
Louisiana	46,783	44,723	50,096	50,168	47,755	55,382	54,714	53,443	52,294	56,220	52,710	59,510	683,798	Louisiana
Maine	16,563	16,362	16,193	17,874	21,376	24,454	28,140	27,477	23,066	22,499	19,293	19,621	252,920	Maine
Maryland	48,082	45,017	49,901	53,331	58,251	51,995	57,026	53,613	53,162	55,419	49,325	54,811	689,921	Maryland
Massachusetts	75,450	72,626	77,291	82,647	88,728	95,821	98,310	95,277	89,093	90,879	81,988	91,007	1,039,117	Massachusetts
Michigan	161,734	135,598	148,577	170,484	167,328	161,503	169,771	163,603	167,400	176,219	160,424	165,482	2,008,123	Michigan
Minnesota	57,593	53,776	64,363	68,017	70,251	78,520	78,356	77,733	78,002	79,889	69,198	64,152	839,850	Minnesota
Mississippi	28,139	27,875	38,438	41,016	41,625	43,132	43,716	40,179	40,000	41,954	41,070	42,619	487,765	Mississippi
Missouri	57,801	54,151	102,452	103,804	107,686	116,113	108,004	103,225	102,719	104,609	95,041	105,891	1,238,899	Missouri
Montana	13,405	13,413	16,381	18,579	19,546	23,175	26,160	25,397	19,382	19,265	18,096	15,996	229,335	Montana
Nebraska	32,432	28,809	39,498	40,640	38,964	44,576	46,133	39,759	36,863	38,421	30,829	33,434	450,358	Nebraska
Nevada	6,728	6,725	7,696	8,722	8,846	10,375	11,130	12,073	10,203	9,320	8,411	7,940	107,236	Nevada
New Hampshire	10,079	9,499	9,499	10,511	12,550	13,946	16,394	16,394	13,719	13,719	11,178	11,867	148,965	New Hampshire
New Jersey	107,351	103,664	110,411	119,269	124,829	133,558	139,580	133,679	127,465	128,080	114,910	126,705	1,469,661	New Jersey
New Mexico	20,945	22,105	22,035	22,798	22,961	26,136	25,099	26,873	23,226	24,087	22,881	23,524	282,580	New Mexico
New York	206,759	198,683	216,034	230,214	247,360	262,391	276,193	267,366	256,532	296,600	229,023	248,700	2,895,845	New York
North Carolina	85,090	82,494	84,713	94,545	90,423	90,505	91,208	91,660	90,239	90,636	85,700	86,739	1,063,592	North Carolina
North Dakota	8,472	8,269	10,915	12,031	13,637	16,329	17,994	17,891	15,979	15,470	12,269	9,907	159,303	North Dakota
Ohio	173,581	167,774	202,247	202,252	208,561	214,059	226,962	221,313	213,591	222,072	206,088	197,946	2,456,446	Ohio
Oklahoma	53,130	50,560	54,740	55,921	58,478	60,481	57,360	59,456	57,220	58,203	56,191	61,134	682,874	Oklahoma
Oregon	35,399	35,664	39,573	43,941	43,601	48,954	52,140	51,252	50,575	46,780	41,899	38,119	530,897	Oregon
Pennsylvania	161,166	174,220	193,281	203,297	216,442	223,315	228,646	220,542	214,289	222,896	196,887	213,681	2,488,662	Pennsylvania
Rhode Island	14,086	13,244	14,249	15,182	16,257	17,168	18,181	17,668	17,413	16,617	15,329	16,745	192,139	Rhode Island
South Carolina	43,732	39,077	45,479	46,747	46,749	47,898	47,898	45,090	44,825	46,841	41,669	45,479	538,858	South Carolina
South Dakota	11,920	11,241	13,194	14,381	15,065	21,578	23,812	25,000	20,504	19,745	17,516	212,385	212,385	South Dakota
Tennessee	66,152	57,125	62,504	62,660	68,332	65,060	68,757	73,263	62,584	66,622	63,029	73,502	791,590	Tennessee
Texas	231,588	211,000	236,144	231,110	216,917	240,243	238,854	244,205	231,964	238,857	235,116	253,880	2,810,078	Texas
Utah	16,549	15,350	18,137	17,279	17,547	20,275	18,768	18,739	18,762	19,278	17,571	17,898	216,113	Utah
Vermont	7,098	6,876	7,753	7,753	8,850	10,294	12,136	11,356	10,123	9,767	8,614	8,222	107,869	Vermont
Virginia	70,553	69,501	72,330	80,685	76,559	84,708	86,517	82,065	81,414	81,297	74,661	81,969	939,359	Virginia
Washington	50,396	52,352	56,431	59,304	62,457	66,232	69,544	69,804	65,957	64,513	56,346	57,528	730,954	Washington
West Virginia	32,400	27,156	27,987	31,656	35,884	38,199	39,759	37,926	37,026	34,135	34,678	33,910	400,786	West Virginia
Wisconsin	67,880	59,143	69,101	81,930	86,670	89,461	94,129	86,786	87,210	86,230	77,406	76,523	960,389	Wisconsin
Wyoming	9,253	7,694	10,267	11,372	12,777	14,367	15,031	14,973	14,691	12,459	11,561	9,862	150,899	Wyoming
Dist. of Col.	16,850	15,568	16,740	17,435	17,435	17,617	17,571	17,111	16,077	17,387	16,258	17,958	203,902	Dist. of Col.
Total	3,191,686	3,052,524	3,366,296	3,522,951	3,625,776	3,863,800	3,873,474	3,818,877	3,645,200	3,740,070	3,421,188	3,610,005	42,731,847	Total

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, Table G-22 gives total use by special fuels by month. See notes to Table G-21.

months, Table G-24 gives nonhighway use by purpose of use, and Table G-25 gives highway use of special fuels by month. See notes to Table G-21.



# NONHIGHWAY USE OF GASOLINE IN 1953 1/

## ANALYSIS OF PRIVATE AND COMMERCIAL USE FOR OTHER THAN HIGHWAY PURPOSES

TABLE G-24, 1953  
ISSUED JUNE 1954

### Motor Fuel

7

CLASSIFIED 3/												
STATE	TOTAL NON- HIGHWAY USE 2/	UNCLAS- SIFIED	OTHER USES					STATE				
			TOTAL	AGRICUL- TURAL USE	TOTAL	AVIATION	INDUSTRIAL AND COMMERCIAL 4/		CONSTRUC- TION 5/	DOMESTIC	MARINE	MISCEL- LANEOUS
Alabama	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	Alabama
Arizona	42,393	42,393	(5,772)	(5,772)	13,925	8,766	3,945	-	-	-	131	Arizona
Arkansas	30,148	-	30,148	16,223	(2,823)	(2,823)	142,151	6,344	944	139	-	Arkansas
California	35,089	35,089	(14,629)	(11,866)	233,667	233,667	142,151	6,344	10,671	-	69,481	California
Colorado	82,115	-	82,115	51,275	30,840	25,100	3,963	1,634	46	-	97	Colorado
Connecticut	19,898	-	19,898	799	19,099	1,672	15,238	1,728	-	461	-	Connecticut
Delaware	3,660	-	3,660	6,211	305	305	3,116	-	-	328	-	Delaware
Florida	129,433	129,433	(90,677)	(390)	(90,287)	(90,287)	(90,271)	-	-	(16)	-	Florida
Georgia	63,869	63,869	(31,704)	(28,609)	(3,095)	(2,874)	4,631	-	-	(221)	-	Georgia
Idaho	36,295	-	36,295	29,285	7,010	2,245	33,177	4,890	541	134	6,996	Idaho
Illinois	304,592	-	304,592	208,845	155,747	109,893	32,646	2,866	12	153	2,340	Illinois
Indiana	144,506	-	144,506	98,180	46,126	8,109	-	-	-	-	-	Indiana
Iowa	206,766	206,766	-	-	30,236	5,189	18,925	4,052	16	-	2,054	Iowa
Kansas	201,344	201,344	(13,283)	(10,375)	(13,923)	(13,923)	(18,071)	-	-	-	(14)	Kansas
Kentucky	26,299	26,299	(20,697)	(20,697)	5,189	1,075	1,774	-	-	(2,612)	-	Kentucky
Louisiana	43,442	43,442	5,578	5,986	1,075	1,774	1,774	-	-	-	-	Louisiana
Maine	11,564	-	11,564	5,986	5,986	1,075	1,774	-	-	3,137	-	Maine
Maryland	37,186	-	37,186	21,858	15,328	4,415	4,415	-	201	3,595	2	Maryland
Massachusetts	24,295	-	24,295	1,656	22,599	16,404	4,757	-	-	1,348	-	Massachusetts
Michigan	268,075	-	268,075	90,006	178,069	13,896	159,039	4,589	-	545	-	Michigan
Minnesota	192,898	-	192,898	168,665	24,233	15,994	8,239	-	-	-	-	Minnesota
Mississippi	29,219	29,219	23,943	23,943	2,636	2,636	2,389	237	-	-	14	Mississippi
Missouri	153,430	153,430	100,094	100,094	53,336	44,263	5,022	-	16	-	39	Missouri
Montana	36,802	-	36,802	29,485	7,317	4,820	2,442	-	-	-	-	Montana
Nebraska	66,229	66,229	(58,991)	(53,441)	(5,550)	(5,550)	-	-	-	-	-	Nebraska
Nevada	9,518	-	9,518	2,904	6,614	3,846	764	1,308	-	248	696	Nevada
New Hampshire	2,369	-	2,369	587	1,782	305	866	360	3	958	-	New Hampshire
New Jersey	45,033	-	45,033	7,030	38,003	17,192	18,161	43	-	-	1,649	New Jersey
New Mexico	24,315	-	24,315	12,734	11,581	7,778	2,510	1,223	5	65	-	New Mexico
New York	255,119	255,119	64,188	191,231	130,812	44,349	10,456	1,916	-	4,304	1,310	New York
North Carolina	81,333	-	81,333	26,966	54,367	41,927	7,822	-	4	2,622	76	North Carolina
North Dakota	132,043	-	132,043	128,793	3,250	1,239	2,011	-	-	-	-	North Dakota
Ohio	150,921	150,921	(21,746)	98,010	(21,746)	(21,746)	-	-	-	-	-	Ohio
Oklahoma	118,440	-	118,440	28,277	15,035	15,035	4,395	-	-	-	-	Oklahoma
Oregon	60,341	-	60,341	32,064	8,122	8,122	22,722	-	-	1,217	-	Oregon
Pennsylvania	114,467	114,467	(30,595)	(20,007)	(10,688)	(10,688)	-	-	-	-	-	Pennsylvania
Rhode Island	776	-	776	631	145	272	8	-	-	351	-	Rhode Island
South Carolina	41,098	41,098	(5,041)	(19,265)	(5,041)	(4,424)	(55)	-	-	(562)	-	South Carolina
South Dakota	24,242	-	24,242	21,301	2,941	1,937	1,004	-	-	-	-	South Dakota
Tennessee	51,355	-	51,355	25,597	25,757	25,684	-	-	-	-	293	Tennessee
Texas	359,957	359,957	(71,724)	234,889	125,068	81,223	13,866	11,013	-	-	18,966	Texas
Utah	38,606	-	38,606	-	(71,724)	(71,724)	-	-	-	-	-	Utah
Vermont	3,765	-	3,765	-	-	-	-	-	-	-	-	Vermont
Virginia	45,012	45,012	(6,391)	-	(6,391)	(6,391)	-	-	-	-	-	Virginia
Washington	63,151	-	63,151	13,419	49,732	31,430	12,747	-	-	2,762	2,793	Washington
West Virginia	7,632	-	7,632	4,034	3,598	2,408	1,187	-	-	23	-	West Virginia
Wisconsin	148,270	-	148,270	107,046	41,224	9,532	22,536	-	-	-	8,756	Wisconsin
Wyoming	13,404	-	13,404	-	(4,065)	-	-	-	-	-	-	Wyoming
Dist. of Col.	1,753	1,753	-	-	-	-	-	-	-	-	-	Dist. of Col.
Partial Totals 5/	-	-	3,422,006	1,961,970	1,460,036	785,745	468,113	57,847	1,026	27,561	119,744	Partial Totals 5/
Percentage	-	-	100.00	57.33	42.67	-	-	-	-	-	-	Percentage
Full Totals	4,444,642	1,022,636	3,422,006	-	-	-	-	-	-	-	-	Full Totals

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, Table G-22 gives total use by month, Table G-23 gives highway use by month, and Table G-25 gives highway use of special fuels by month. See notes to Table G-21.

2/ Data on private and commercial nonhighway use of motor-vehicle fuel were obtained by analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fluids coming within the purview of the tax, (2) a few States do not allow exemptions or refunds for non-highway use of motor fuel, (3) some States allow exemptions or refunds for certain nonhighway uses

3/ "Construction" is included with "industrial and commercial" in the classification of some States. 5/ Totals for 33 States for which complete classification of nonhighway use was reported.

but did not report the total nonhighway use, and (4) some States failed to report a classification of exemptions or refunds according to use. Asterisks (\*) indicate States for which it was necessary to estimate a portion, or all, of the nonhighway use.

3/ For the States for which some but not all nonhighway uses were reported separately, the entire nonhighway allowance is given in the unclassified column. The known amounts of the respective non-highway uses are also given in the classified columns in parentheses, but are not added to the column totals.

4/ "Construction" is included with "industrial and commercial" in the classification of some States. 5/ Totals for 33 States for which complete classification of nonhighway use was reported.

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, Table G-22 gives total use by month, Table G-23 gives highway use by month, and Table G-24 gives highway use of special fuels by month. See notes to Table G-21.  
2/ Data on private and commercial nonhighway use of motor-vehicle fuel were obtained by analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of funds coming within the purview of the tax, (2) a few States do not allow exemptions or refunds for non-highway use of motor fuel, (3) some States allow exemptions or refunds for certain nonhighway uses but did not report the total nonhighway use, and (4) some States failed to report a classification of exemptions or refunds according to use. Asterisks (\*) indicate States for which it was necessary to estimate a portion, or all, of the nonhighway use.  
3/ For the States for which some but not all nonhighway uses were reported separately, the entire nonhighway Gallons are given in the unclassified column. The known amounts of the respective non-highway uses are also given in the classified columns in parentheses, but are not added to the column totals.  
4/ "Construction" is included with "Industrial and commercial" in the classification of some States.  
5/ Totals for 33 States for which complete classification of nonhighway use was reported.

TABLE G-25, 1953  
ISSUED JUNE 1954

## HIGHWAY USE OF SPECIAL FUELS BY MONTHS IN 1953

STATE	TAX RATE PER GALLON, DECEMBER 31, 1952	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
	Cents	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	1,000 Gallons	
Alabama	6	773	735	821	782	745	786	737	747	793	848	820	870	9,457	Alabama
Arizona	6.5	1,757	1,830	1,746	1,887	1,846	2,029	2,082	1,977	1,953	1,842	2,079	1,918	22,956	Arizona
Arkansas	6.5	554	445	498	535	535	535	599	646	748	748	748	574	7,094	Arkansas
California	6-7	11,662	13,156	13,835	13,686	15,135	15,766	14,831	15,421	13,622	15,366	13,796	16,939	173,235	California
Colorado	6	1,306	1,260	1,347	1,366	1,444	1,557	1,524	1,570	1,485	1,687	1,612	1,464	17,642	Colorado
Connecticut	4	684	780	738	752	752	777	777	767	757	757	865	851	9,205	Connecticut
Delaware	5	76	66	66	72	67	74	89	75	64	76	67	66	855	Delaware
Florida	7	1,492	1,418	1,517	1,588	1,335	1,119	1,102	1,085	1,193	1,237	1,294	1,554	15,934	Florida
Georgia	6	1,223	1,167	1,361	1,468	1,465	1,394	1,557	1,375	1,457	1,472	1,371	1,385	16,795	Georgia
Idaho 3/	-	513	497	514	674	682	811	834	868	780	748	603	550	8,194	Idaho 3/
Illinois	5	3,593	3,471	3,526	3,435	3,304	3,468	3,515	3,591	3,411	3,794	3,633	4,278	42,949	Illinois
Indiana	4	1,558	1,520	1,675	1,651	1,422	1,750	1,511	1,567	1,628	1,777	1,734	1,710	19,763	Indiana
Iowa	5-6	1,232	1,127	1,431	1,626	1,497	1,731	2,158	2,196	2,196	1,060	1,560	1,386	20,200	Iowa
Kansas	5	1,015	924	979	982	979	1,015	1,021	1,027	1,047	1,030	1,003	876	11,898	Kansas
Kentucky	7	534	519	485	554	533	547	528	558	558	519	571	544	6,438	Kentucky
Louisiana	7	870	610	809	740	707	737	744	751	777	795	811	654	9,005	Louisiana
Maine	6	216	202	206	196	248	239	252	272	242	234	214	230	2,751	Maine
Maryland	6	669	631	679	620	472	739	648	583	719	714	675	653	7,802	Maryland
Massachusetts	5	713	667	801	774	800	754	693	730	946	845	769	696	9,368	Massachusetts
Michigan	4.5-6	1,374	1,324	1,307	1,324	1,379	1,442	1,435	1,473	1,459	1,505	1,399	1,442	16,863	Michigan
Minnesota	5	910	861	884	868	936	896	964	1,043	1,130	1,114	1,123	1,227	11,896	Minnesota
Mississippi	8	695	617	662	707	717	742	751	690	688	720	705	732	8,396	Mississippi
Missouri	3	1,722	1,507	1,594	1,555	1,617	1,625	1,588	1,646	1,636	1,706	1,668	1,822	19,646	Missouri
Montana	6	715	1,046	1,093	1,150	1,097	1,288	1,491	1,287	1,337	1,422	1,214	1,032	14,172	Montana
Nebraska	4/ No Tax	-	972	1,037	1,105	1,044	1,175	1,175	1,165	1,225	1,074	1,216	1,170	13,187	Nebraska
Nevada	5.5	960	48	53	51	51	52	54	56	52	56	52	56	624	Nevada
New Hampshire	5	3,338	3,088	3,422	3,337	3,298	3,630	3,426	3,516	3,412	3,591	3,191	3,407	40,656	New Hampshire
New Jersey	3	-	-	-	-	-	-	-	-	-	-	-	-	-	New Jersey
New Mexico	6	1,299	1,556	1,523	1,459	1,534	1,635	1,617	1,632	1,610	1,654	1,676	1,572	18,767	New Mexico
New York	4.6	3,698	4,193	4,573	4,311	4,529	4,616	4,114	4,371	4,912	4,526	4,356	4,796	53,195	New York
North Carolina	7	1,397	1,457	1,414	1,381	1,538	1,871	1,427	1,371	1,477	1,424	1,416	1,300	17,309	North Carolina
North Dakota	5	335	329	328	395	426	511	466	546	659	358	550	395	5,278	North Dakota
Ohio	5	4,327	4,116	4,394	4,541	4,226	4,450	4,291	4,340	4,260	4,507	4,158	4,393	52,003	Ohio
Oklahoma	6.5	1,071	1,158	1,130	1,099	1,204	1,181	1,112	1,112	1,265	1,195	1,273	1,304	14,183	Oklahoma
Oregon 5/	6	1,209	1,325	1,630	1,598	1,717	1,717	1,907	2,001	2,032	1,922	1,932	1,522	20,089	Oregon 5/
Pennsylvania	5	2,065	1,955	2,189	2,120	2,049	2,250	2,061	2,161	2,244	2,276	2,173	2,058	25,601	Pennsylvania
Rhode Island	4	212	152	219	214	165	174	217	81	325	210	206	238	2,413	Rhode Island
South Carolina	7	717	680	711	682	692	697	663	702	689	711	731	725	8,400	South Carolina
South Dakota	5	194	159	161	170	250	300	287	322	285	287	337	235	2,987	South Dakota
Tennessee	7	624	556	692	734	730	714	717	714	703	694	713	771	8,362	Tennessee
Texas	4.6	4,191	5,436	4,361	5,320	4,075	5,382	4,880	4,861	4,665	3,884	4,623	5,077	56,755	Texas
Utah	5	1,052	984	1,147	1,121	1,121	1,245	1,121	1,251	1,169	1,243	1,245	1,130	13,829	Utah
Vermont	No Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	Vermont
Virginia	6	1,730	1,556	1,745	1,673	1,632	1,929	1,704	1,763	1,752	1,761	1,623	1,729	20,597	Virginia
Washington	6.5	1,894	1,656	2,026	1,843	1,805	1,840	1,938	2,052	2,053	2,056	1,813	1,744	22,680	Washington
West Virginia	5	810	669	690	792	900	795	970	899	928	854	867	846	10,022	West Virginia
Wisconsin 6/	4	-	-	-	-	-	-	-	-	-	-	-	-	-	Wisconsin 6/
Wyoming	4-5	568	571	722	732	769	909	800	952	784	901	829	816	9,359	Wyoming
Dist. of Col.	5	584	571	572	636	624	598	572	530	536	548	551	582	6,909	Dist. of Col.
Total	-	68,443	69,567	73,374	74,345	73,736	79,421	77,104	78,242	78,029	78,355	75,820	79,313	905,749	Total

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption.

Table G-21 gives the segregation between highway and nonhighway use, Table G-22 gives total use by months, Table G-23 gives highway use by months, and Table G-24 gives nonhighway use by purpose of use.

The special fuels given in this table are motor fuels other than gasoline, and consist primarily of diesel fuel and liquefied petroleum gases. The gallons are included in Tables G-21, 22, and 23.

2/ See Table G-1, 1953, for comparison of State tax rates on gasoline and special fuels.

3/ Idaho levies a mileage tax in lieu of a gallonage tax on vehicles using special fuels.

Gallons reported here are estimates based on mileage-tax data.

4/ Tax of 6 cents per gallon was imposed on diesel fuel beginning January 1, 1954.

5/ Vehicles consuming special fuels and paying mileage tax to Public Utilities Commission are not required to pay gallonage tax. Gallonages reported here include estimates for these vehicles based on mileage-tax data.

6/ Wisconsin taxes special fuels but does not segregate the gallonage from gasoline gallonage.





## STATE MOTOR-FUEL TAX RECEIPTS-1953

TABLE G-1, 1953  
ISSUED MAY 1954Compiled for Calendar Year  
from Reports of State Authorities

STATE	TAX RATE PER GALLON ON DECEMBER 31		RECEIPTS FROM TAXATION OF MOTOR FUEL					OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX					NET TOTAL RECEIPTS	DEDICATED REVENUE FROM HIGHWAY FUEL	ADJUSTED NET TOTAL RECEIPTS	STATE
	GASOLINE	SPECIAL FUELS (Diesel, Kerosene, etc.)	GROSS TAX COLLECTIONS	DEDUCTIONS BY DISTRI- BUTORS FOR EXPENSES	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	DISTRI- BUTORS AND DEALERS LICENSES	INSPECTION FEES	PIERS AND FACILITIES	MISCEL- LANEOUS RECEIPTS	TOTAL				
	CENTS	CENTS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
Alabama	6	6	43,430	-	43,430	297	43,133	-	177	-	-	177	43,310	148	43,458	Alabama
Arizona	5	5	17,036	-	17,036	1,535	15,501	-	-	1	-	1	15,502	-	15,502	Arizona
Arkansas	6.5	6.5	28,950	-	28,950	527	28,423	-	222	-	-	222	28,645	-	28,645	Arkansas
California	1/6	1/6 * 6-7	219,131	-	219,131	19,768	199,363	19	-	-	-	24	199,387	449	199,936	California
Colorado	6	6	30,432	-	30,432	3,865	26,567	43	-	-	-	44	26,611	-	26,611	Colorado
Connecticut	6	6	24,004	-	24,004	277	23,727	2	-	-	-	2	23,729	-	23,729	Connecticut
Delaware	5	5	6,233	-	6,233	559	5,674	42	-	-	-	42	5,716	-	5,716	Delaware
Florida	7	7	72,388	294	72,094	-	72,094	-	1,277	-	-	1,319	73,413	-	73,413	Florida
Georgia	6	6	58,799	1,178	57,621	1,604	56,017	-	-	-	-	-	56,017	-	56,017	Georgia
Idaho	6	No Tax	13,795	-	13,795	1,898	11,897	-	-	-	-	-	11,897	57	11,954	Idaho
Illinois	1/5	1/5	127,664	2,553	125,111	13,481	111,630	-	695	-	-	697	112,327	-	112,327	Illinois
Indiana	4	4	56,798	-	56,798	4,859	51,939	-	1,146	2	-	1,155	53,094	-	53,094	Indiana
Iowa	1/5	1/5 * 5-6	44,594	-	44,594	9,123	35,471	1	-	5	81	87	35,558	-	35,558	Iowa
Kansas	5	5	40,645	-	40,645	9,842	30,803	5	91	-	34	130	31,133	-	31,133	Kansas
Kentucky	7	7	48,069	476	47,593	1,594	46,000	-	-	-	-	-	46,000	-	46,000	Kentucky
Louisiana	7	7	45,537	-	45,537	1,516	44,021	-	191	8	-	199	44,220	-	44,220	Louisiana
Maine	6	6	15,859	-	15,859	521	15,338	-	-	-	-	-	15,338	76	15,414	Maine
Maryland	1/6	1/6	37,016	-	37,016	2,478	34,538	-	-	-	-	-	34,538	-	34,538	Maryland
Massachusetts	1/5	1/5 * 4.5-6	53,716	533	53,183	5,757	47,426	63	-	-	-	63	47,589	-	47,589	Massachusetts
Michigan	4.5	4.5	93,360	-	93,360	5,757	87,603	4	-	-	-	4	87,607	447	88,054	Michigan
Minnesota	5	5	50,892	-	50,892	9,354	41,538	21	207	-	-	228	41,766	183	41,949	Minnesota
Mississippi	5	5	35,801	-	35,801	1,816	33,985	-	-	-	-	-	33,985	26	34,011	Mississippi
Missouri	3	3	40,175	-	40,175	3,651	36,524	-	111	4	-	115	36,639	-	36,639	Missouri
Montana	6	6	15,960	-	15,960	2,239	13,721	-	-	-	-	6	13,727	42	13,769	Montana
Nebraska	1/6	1/6 No Tax	28,752	199	28,553	2,745	25,808	14	77	-	39	130	25,938	185	26,123	Nebraska
Nevada	4.5	4.5	7,352	54	7,298	4,568	2,730	-	52	3	-	55	2,785	15	2,800	Nevada
New Hampshire	5	5	45,574	-	45,574	2,712	42,862	68	-	-	-	68	43,530	-	43,530	New Hampshire
New Jersey	5	5	18,112	-	18,112	1,494	16,618	-	-	-	-	-	16,618	-	16,618	New Jersey
New Mexico	6	6	119,200	1,192	118,008	5,277	112,731	27	-	6	1	34	112,778	-	112,778	New Mexico
New York	4	4	77,334	-	77,334	2,004	75,330	47	2,664	-	-	47	78,018	-	78,018	New York
North Carolina	7	7	34,649	172	34,477	6,718	27,759	1	150	-	-	158	28,917	-	29,075	North Carolina
North Dakota	5	5	115,411	-	115,411	6,011	109,400	-	-	-	-	-	109,400	-	109,400	North Dakota
Ohio	1/5	1/5	46,263	1,085	45,178	3,630	41,548	-	-	-	-	-	41,548	-	41,548	Ohio
Oklahoma	6	6	34,295	1,228	33,067	481	32,586	-	535	-	-	535	33,121	-	33,121	Oklahoma
Oregon	5	5	124,772	-	124,772	123,544	123,663	-	-	-	-	-	123,663	528	124,191	Oregon
Pennsylvania	6	6	7,892	-	7,892	7,812	161	-	-	-	-	-	161	-	161	Pennsylvania
Rhode Island	7	7	10,569	-	10,569	1,119	9,450	-	668	-	-	668	10,118	-	10,118	Rhode Island
South Carolina	7	7	15,474	619	14,855	4,113	10,742	-	79	-	-	79	10,821	60	10,881	South Carolina
South Dakota	7	7	63,235	-	63,235	4,771	58,464	111	3,115	10	7	3,243	61,707	-	61,707	South Dakota
Tennessee	4	4	128,960	1,424	127,536	15,458	112,078	-	-	-	-	-	112,078	-	112,078	Tennessee
Texas	5	5	12,586	1,182	11,404	-	11,404	1	-	-	-	-	11,404	340	11,744	Texas
Utah	5	5	5,632	-	5,632	-	5,632	-	-	-	-	-	5,632	7	5,639	Utah
Vermont	6	No Tax	60,895	-	60,895	4,761	56,134	2	-	-	-	10	56,144	136	56,280	Vermont
Virginia	6	6	50,544	-	50,544	2,821	47,723	-	-	-	-	-	47,723	-	47,723	Virginia
Washington	6.5	6.5	20,557	-	20,557	733	19,824	7	-	-	-	7	19,831	-	19,831	Washington
West Virginia	4	4	43,418	-	43,418	5,369	38,049	-	326	-	-	-	38,375	-	38,375	West Virginia
Wisconsin	5	5	8,091	-	8,091	88	7,993	2	-	-	-	2	8,015	143	8,158	Wisconsin
Wyoming	5	5	10,100	-	10,100	88	10,012	-	-	-	-	-	10,012	-	10,012	Wyoming
Dist. of Col.	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
Total	12/ 5.10	12/ 5.10	2,325,524	11,189	2,314,335	168,864	2,145,471	481	11,813	50	240	12,584	2,158,055	2,945	2,160,999	Total

1/ This table includes the revenues from State taxes on all motor-vehicle fuels. In early all States, however, the tax on special fuels (fuels other than gasoline) is applicable only to the gasoline used on the highways. For the few States that apply the tax to all fuel sold, the revenue and refunds covering the nonhighway portion of these special fuels have been excluded.

2/ In States marked with an asterisk the tax rate on highway use of some fuels other than gasoline is different from the rate on gasoline. Some States impose additional registration fees on vehicles using special fuels. Such additional fees in Nebraska and Vermont, and a mileage tax in Idaho, are in lieu of gasoline taxes on special fuels.

3/ The States for which amounts are shown make allowances to distributors for expenses of collecting the tax. In Kentucky, Nevada, South Dakota, and Utah, allowances of 2-1/4, 2, 4, and 3 percent, respectively, of the tax otherwise due are made in consideration of both expense of collection and allowance losses in handling. In these States, the allowances for expense only have been estimated as 1, 1, 3, and 1-1/2 percent, respectively.

4/ In rounding to the nearest thousand, entries under five hundred dollars have been omitted.

5/ Fees for inspection of motor-vehicle fuel. Insofar as possible, fees for inspection of fuels not used on the highways have been eliminated.

6/ The amounts in this column are aviation-fuel tax proceeds that were allocated for aviation purposes, except that the entries for Maine, Michigan, and New Hampshire also include marine-fuel tax proceeds that were allocated for marine purposes.

7/ Tax rates changed as follows during 1953: California gasoline and L.P.G. 4.5 to 6 cents, diesel 4.5 to 7 cents, July 1; Illinois 4 to 5 cents, January 1; Iowa gasoline and L.P.G. 4 to 5 cents, diesel 4 to 6 cents, July 1; Maryland 5 to 6 cents, June 1; Massachusetts 4.3 to 5 cents, January 1; Nebraska (gasoline only) 5 to 6 cents, May 1; Ohio 4 to 5 cents, July 16.

8/ Some States levy special taxes on certain out-of-State motor carriers to cover motor fuel used within the State but purchased elsewhere. The revenues from these taxes are not included in this table but are in table WC-1, "State motor-carrier tax receipts - 1953."

9/ Special county taxes of 3 cents per gallon in Hancock county and 2 cents per gallon in Harrison and Jackson counties, imposed for seaway protection, are not included in this table.

10/ Tax of 6 cents per gallon was imposed on diesel fuel beginning January 1, 1954.

11/ An optional tax of 1 cent per gallon, collected by the State for the counties, is not included in this table.

12/ Weighted average rate.



## STATE AND FEDERAL GASOLINE TAX RATES BY YEARS

Table G-205  
Issued August 1954

Cents Per Gallon

STATE	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	STATE
ALABAMA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	ALABAMA
ARIZONA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	ARIZONA
ARKANSAS	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	ARKANSAS
CALIFORNIA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	CALIFORNIA
COLORADO	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	COLORADO
CONNECTICUT	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	CONNECTICUT
DELAWARE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	DELAWARE
FLORIDA	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	FLORIDA
GEORGIA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	GEORGIA
IDAH0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	IDAH0
ILLINOIS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	ILLINOIS
INDIANA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	INDIANA
IOWA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	IOWA
KANSAS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	KANSAS
KENTUCKY	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	KENTUCKY
LOUISIANA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	LOUISIANA
MAINE	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	MAINE
MARYLAND	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	MARYLAND
MASSACHUSETTS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MASSACHUSETTS
MICHIGAN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MICHIGAN
MINNESOTA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MINNESOTA
MISSISSIPPI	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	MISSISSIPPI
MISSOURI	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	MISSOURI
MONTANA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	MONTANA
NEBRASKA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	NEBRASKA
NEVADA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	NEVADA
NEW HAMPSHIRE	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	NEW HAMPSHIRE
NEW JERSEY	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NEW JERSEY
NEW MEXICO	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	NEW MEXICO
NEW YORK	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NEW YORK
NORTH CAROLINA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NORTH CAROLINA
NORTH DAKOTA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NORTH DAKOTA
OHIO	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	OHIO
OKLAHOMA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	OKLAHOMA
OREGON	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	OREGON
PENNSYLVANIA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	PENNSYLVANIA
RHODE ISLAND	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	RHODE ISLAND
SOUTH CAROLINA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	SOUTH CAROLINA
SOUTH DAKOTA	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	SOUTH DAKOTA
TENNESSEE	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	TENNESSEE
TEXAS	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	TEXAS
UTAH	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	UTAH
VERMONT	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	VERMONT
VIRGINIA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	VIRGINIA
WASHINGTON	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	WASHINGTON
WEST VIRGINIA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WEST VIRGINIA
WISCONSIN	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WISCONSIN
WYOMING	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WYOMING
DIST. OF COL.	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	DIST. OF COL.
STATE AVG. 2/	3.66	3.30	3.85	3.91	3.96	3.96	3.96	3.99	3.99	4.05	4.06	4.10	4.16	4.25	4.35	4.52	4.65	4.74	4.83	5.10	5.10	STATE AVG. 2/
FEDERAL TAX	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	FEDERAL TAX

1/ This table gives the tax rates at the beginning of each year, the changes during the year, and the rates in effect at the end of the year. For 1954, the final rates shown are those in effect August 1.

For tax rates in earlier years, see page 2 of Highway Statistics, Summary to 1945.

2/ Weighted average rates based on the net gallons taxed.





## MOTOR VEHICLES

The Nation has grown accustomed to a new high in motor-vehicle registrations each year, and 1953 was no exception. There were 56,279,864 vehicles registered in 1953. This figure includes 687,200 vehicles owned by Federal, State, and local governments, but does not include any automotive equipment owned by the military forces.

With a "buyers" market in motor vehicles the entire year, and the second highest year of production in history, it became necessary to "sell" new vehicles rather than just deliver them. Efforts to move 1953 stocks to make way for new models resulted in an abnormal sales pattern for the last 6 months of the year. Many sales were for replacement of older models, but some were to new owners and to those becoming multi-car owners. Many vehicles were purchased as a result of the growth of suburban areas, and the need for transportation that could not be adequately provided by public carriers.

The motor-vehicle registration years of the States vary considerably, but most begin either January 1 or April 1. In order to obtain uniformity, the registration data given in table MV-1 are for the calendar year. Registration practices vary widely among the States: several register buses with trucks or automobiles; some register tractor-semitrailers as one unit; others register tractors and semitrailers separately. Many States are unable to segregate house trailers or other light trailers from heavy commercial trailers and semitrailers, and others do not register these private utility trailers at all. There are numerous variations among the States in the registration of taxicabs, station wagons, and special-type vehicles. It is therefore necessary in many cases to

supplement data supplied by the State with information available from other sources.

The motor-vehicle registrations reported do not include transfers or reregistrations. Insofar as possible, these and all other items that might cause duplications have been removed.

Tables MV-7, 9, and 10 provide information on publicly owned vehicles and on buses and trucks in more detail than is given in table MV-1, and table MV-11 gives trailer and semitrailer data. The numbers of motor-vehicle operators' licenses issued in 1953 and an estimate by the Bureau of Public Roads of the number in force during the year are given in table MV-12.

Taxes and fees connected with State motor-vehicle registrations are given in table MV-2, and special taxes on motor-carriers are given in table MC-1. The diversity of the numerous taxes and fees collected makes it necessary to group them into broad, general classes, the most important being registration fees. All amounts reported are from taxes or fees levied only upon motor-vehicle users. Taxes applicable to the general public, and collected from motor-vehicle owners as well as others, are not included. The total receipts shown in tables MV-2 and MC-1 are motor-vehicle and motor-carrier portions, respectively, of total State highway-user revenues. Some of these revenues are later used for nonhighway purposes, but it is their source, rather than the purpose for which they are expended, that determines their inclusion here.

The disposition of motor-vehicle revenues and descriptions of the basis of distribution are given in the section on highway taxation. Traffic characteristics are reported and discussed on pages 23-26.

## STATE MOTOR-VEHICLE REGISTRATIONS — 1953

TABLE MT-1, 1953  
ISSUED MAY 1954Compiled for calendar year  
from reports of State authorities 2/

ST. FILE	MOTOR VEHICLES				ALL MOTOR VEHICLES				COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1952-1953				MOTORCYCLES	
	BUSES		TRUCKS		TOTAL		PUBLICLY OWNED AND COMMERCIAL	PRIVATE AND COMMERCIAL	TOTAL	INCREASE OR DECREASE, 1953	PER- CENTAGE CHANGE	PRIVATE AND COMMERCIAL	PUBLICLY OWNED	STATE
	PRIVATE AND COMMERCIAL TAXICABS	PUBLICLY OWNED	PRIVATE AND COMMERCIAL	PUBLICLY OWNED	PRIVATE AND COMMERCIAL	PUBLICLY OWNED								
Alabama	5/ 663,506	2,303	2,427	3,669	6,096	5/ 130,626	7,179	137,805	859,710	777,285	82,425	6,840	162	Alabama
Arizona	272,119	2,109	974	6,691	1,685	75,657	4,049	81,706	339,719	339,719	0	3,005	61	Arizona
Arkansas	353,117	853	2,974	3,823	3,762	181,627	3,393	185,020	538,811	538,811	0	3,005	61	Arkansas
California	4,092,455	21,384	7,349	5,924	12,412	1,715,110	44,946	1,760,056	5,504,413	5,194,326	350,087	50,727	2,528	California
Colorado	494,823	2,155	1,585	967	2,552	111,217	7,864	119,081	618,611	621,627	3,016	4,157	43	Colorado
Connecticut	724,621	2,846	3,086	3,609	3,219	92,306	4,402	96,708	789,483	789,483	0	3,577	110	Connecticut
Delaware	102,298	224	1,876	28	2,000	133,499	873	134,372	122,232	122,232	0	115	115	Delaware
Florida	1,083,240	3,276	1,890	4,133	6,013	199,138	8,875	208,013	1,300,592	1,176,652	123,940	16,280	425	Florida
Georgia	846,816	1,698	3,659	2,655	6,314	219,749	7,776	226,575	1,069,274	1,021,722	59,681	7,226	276	Georgia
Idaho	216,721	825	6/ 499	552	1,051	7,421	4,044	11,465	290,529	290,529	0	2,137	605	Idaho
Illinois	2,574,913	5,395	6,560	3,409	9,969	355,342	13,201	368,542	2,958,824	2,847,961	110,863	23,030	665	Illinois
Indiana	1,523,187	3,188	7,711	1,159	8,873	267,721	7,586	275,307	1,610,751	1,529,576	80,875	18,319	274	Indiana
Iowa	911,044	2,228	1,235	3,120	4,354	200,602	7,235	207,837	1,125,551	1,090,358	35,193	9,740	85	Iowa
Kansas	721,657	2,982	876	1,105	1,981	8,114	8,114	230,457	957,077	921,476	35,601	8,266	349	Kansas
Kentucky	1,237,638	4,771	2,673	1,997	4,670	198,697	5,691	203,388	855,359	855,359	0	5,737	169	Kentucky
Louisiana	2,448,815	6,643	4,126	633	4,759	171,310	4,989	186,099	816,113	755,590	60,523	5,011	274	Louisiana
Maine	227,927	939	1,046	359	1,405	63,137	3,105	66,242	286,563	287,595	9,038	1,840	19	Maine
Maryland	698,766	3,055	4,535	336	4,871	112,907	3,353	116,260	819,597	779,505	40,092	5,386	55	Maryland
Massachusetts	1,237,638	4,771	2,673	1,997	4,670	198,697	5,691	203,388	1,824,058	1,776,058	48,000	1,492	359	Massachusetts
Michigan	2,448,815	6,643	4,126	633	4,759	171,310	4,989	186,099	2,455,855	2,366,638	89,217	1,362	27	Michigan
Minnesota	1,040,962	2,119	4,171	2,538	6,709	215,130	7,872	221,802	1,231,122	1,217,201	13,921	9,945	67	Minnesota
Mississippi	389,743	1,812	3,760	2,000	3,760	154,201	8,111	162,312	520,062	520,062	0	6,236	15	Mississippi
Missouri	1,490,883	2,203	3,760	2,000	3,760	277,216	8,800	286,016	1,332,747	1,332,747	0	6,236	27	Missouri
Montana	203,638	1,205	804	323	1,127	91,268	4,866	96,132	303,302	282,578	19,724	1,070	21	Montana
Nebraska	430,802	1,611	856	430	1,285	112,999	5,096	118,095	634,796	634,796	0	3,210	56	Nebraska
Nevada	80,619	615	259	166	825	23,486	2,100	25,596	103,764	94,178	9,586	1,214	25	Nevada
New Hampshire	153,981	961	853	371	1,224	33,156	3,220	36,376	183,226	181,497	1,729	1,645	572	New Hampshire
New Jersey	1,593,759	5,112	7,129	371	7,500	213,549	11,644	225,093	1,736,711	1,746,908	90,197	9,013	572	New Jersey
New Mexico	218,791	1,479	1,901	166	2,067	76,700	4,059	80,759	303,096	271,848	31,248	3,117	8	New Mexico
New York	3,686,921	14,112	11,221	6,733	17,954	129,720	25,900	155,620	4,176,495	3,980,527	195,968	18,273	1,661	New York
North Carolina	990,913	3,767	2,066	9,697	12,463	211,448	12,500	223,948	1,171,401	1,171,401	0	8,342	215	North Carolina
North Dakota	128,221	686	145	171	831	91,311	2,134	93,445	295,723	285,218	10,505	896	25	North Dakota
Ohio	2,761,460	7,010	5,063	7,911	12,971	369,397	15,910	385,307	3,102,633	3,021,633	81,000	25,701	442	Ohio
Oklahoma	684,470	2,466	1,558	467	2,925	231,118	7,374	238,492	703,451	691,412	12,039	7,100	6	Oklahoma
Oregon	651,509	7,570	1,488	1,672	3,160	76,537	1,116	77,653	704,552	704,552	0	5,100	529	Oregon
Pennsylvania	2,871,059	10,668	11,116	850	11,966	477,450	23,819	501,269	3,266,630	3,266,630	0	23,819	529	Pennsylvania
Rhode Island	244,225	1,039	889	82	971	33,396	1,418	34,814	279,242	270,983	9,259	9,259	110	Rhode Island
South Carolina	519,271	2,030	1,697	3,961	5,991	126,401	7,693	134,094	702,473	686,270	16,203	5,111	84	South Carolina
South Dakota	222,896	1,039	276	367	642	70,816	3,268	74,084	302,989	299,909	3,080	1,548	20	South Dakota
Tennessee	820,560	3,520	1,806	2,145	3,971	207,601	11,350	218,951	1,011,002	933,900	77,102	6,236	7	Tennessee
Texas	2,619,191	7,566	2,626,759	4,921	10,704	691,026	26,026	717,052	3,359,446	3,155,337	204,109	28,318	526	Texas
Utah	232,301	1,377	342	467	825	54,873	3,411	58,284	273,113	273,113	0	1,328	17	Utah
Vermont	114,390	353	570	152	722	11,250	921	12,171	125,836	125,836	0	754	—	Vermont
Virginia	879,753	5,338	3,177	2,723	5,900	191,520	8,210	199,730	1,090,721	1,034,011	56,710	9,838	195	Virginia
Washington 2/	847,990	6,025	1,123	2,531	3,654	176,469	15,379	191,848	988,849	988,849	0	5,511	282	Washington 2/
West Virginia	389,157	1,687	1,183	1,652	2,835	116,689	7,198	123,887	497,313	497,313	0	1,053	349	West Virginia
Wisconsin	1,059,994	2,484	3,039	1,442	4,481	232,573	11,986	244,559	1,249,265	1,249,265	0	9,417	335	Wisconsin
Wyoming	111,631	840	645	337	972	47,137	2,574	49,711	163,154	156,097	7,057	896	16	Wyoming
Dist. of Col.	167,154	10/ 2,542	2,055	19	2,074	1,284	2,308	167,493	192,362	192,362	0	546	154	Dist. of Col.
Total	46,289,129	170,965	141,255	102,996	244,251	9,162,280	413,239	9,575,519	53,265,406	53,044,459	220,947	401,547	10,288	Total

1/ For additional details of publicly-owned vehicles and of trucks, buses, and trailers registered, see Tables MT-7, 8, 9, 10, and 11, respectively.

2/ Data reported by the States were supplemented in some instances by information from other sources in order to present registrations as uniformly as possible. Where the registration year is not more than one month removed from the calendar year, registration-year data are given. Where the registration year is more than one month removed, registrations are given for the calendar year.

3/ Includes Federal, State, county, and municipal vehicles. Vehicles owned by the military services are not included.

4/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 5,369; New Hampshire, 3,523; New Jersey, 9,561; New York, 12,967; Rhode Island, 1,997.

5/ In Alabama a pickup truck that is a person's sole means of transportation is registered at the passenger car rate. The estimated number of pickup trucks has been deduced from reported passenger car registrations and added to truck registrations.

6/ Privately owned school buses are included with trucks.

7/ Commercial full trailers are included with trucks.

8/ In Oregon, trucks with gross weights of 4,500 pounds or less, and in Vermont, trucks under 1,500 pounds capacity, are not segregated from automobiles. In most States for which truck weight data are available, similar light trucks comprise approximately half of all trucks registered.

9/ Washington changed its registration year to a calendar year basis. The conversion schedule used resulted in the 1953 registrations shown here being for the 13 months from November 10, 1952 to December 31, 1953, and are therefore not entirely comparable to those for previous years.

10/ Includes 1,563 automobiles of the Diplomatic Corps.



## PUBLICLY OWNED VEHICLES IN THE UNITED STATES - 1953

TABLE NO-7, 1953  
ISSUED MAY 1954Compiled for the Calendar Year  
from Reports of State Authorities

STATE	FEDERAL 1/										STATE, COUNTY, AND MUNICIPAL 2/					ALL PUBLICLY OWNED VEHICLES		STATE
	MOTOR VEHICLES					TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES	TOTAL	MOTOR VEHICLES					TOTAL	MOTOR-CYCLES	TOTAL, INCLUDING TRAILERS AND MOTOR-CYCLES		
	AUTO-MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL	TRAILERS AND SEMI-TRAILERS				AUTO-MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL						
Alabama	440	3	1,020	1,463	34	-	1,497	3,666	6,159	11,688	159	162	12,009	13,151	13,506	Alabama		
Arizona	684	73	1,944	2,701	16	-	2,717	618	2,705	4,748	282	81	5,065	7,149	7,808	Arizona		
Arkansas	203	5	698	906	15	-	911	2,869	2,695	6,214	249	6	6,469	7,120	7,380	Arkansas		
California	1,897	76	5,422	7,395	48	4	7,447	4,945	36,524	60,936	4,509	2,524	67,969	68,331	75,416	California		
Colorado	766	14	2,520	3,300	30	2	3,332	953	5,344	7,686	365	41	8,092	10,986	11,424	Colorado		
Connecticut	100	1	473	574	3	-	574	744	3,929	6,831	468	110	7,429	7,405	8,003	Connecticut		
Delaware	19	1	110	130	2	-	132	27	763	1,537	143	115	1,795	1,667	1,927	Delaware		
Florida	424	3	1,129	1,556	14	-	1,570	4,130	7,746	14,728	971	425	16,124	16,284	17,694	Florida		
Georgia	551	9	1,230	1,790	7	-	1,797	2,646	6,546	10,339	303	276	10,918	12,129	12,715	Georgia		
Idaho	264	47	1,342	1,653	21	-	1,674	505	2,702	3,768	246	26	4,040	5,421	5,714	Idaho		
Illinois	673	45	2,317	3,035	5	-	3,040	10,884	18,970	18,970	460	605	20,035	22,005	23,075	Illinois		
Indiana	219	11	732	962	4	-	966	3,165	6,854	11,167	477	274	11,918	12,129	12,884	Indiana		
Iowa	166	3	844	1,013	1	-	1,014	3,204	6,391	11,657	914	85	12,656	12,670	13,670	Iowa		
Kansas	175	10	836	1,023	19	-	1,029	1,095	7,306	11,208	-	-	11,208	12,231	12,237	Kansas		
Kentucky	425	11	1,330	1,766	19	-	1,785	1,699	4,364	7,634	-	-	7,634	9,400	9,419	Kentucky		
Louisiana	325	2	702	1,029	7	1	1,037	631	4,287	7,497	165	168	7,830	8,326	8,867	Louisiana		
Maine	122	2	260	384	-	-	384	867	2,845	4,069	453	19	4,541	4,453	4,925	Maine		
Maryland	450	7	903	1,368	15	-	1,383	357	2,845	5,376	135	55	5,566	6,744	6,949	Maryland		
Massachusetts	396	11	1,319	1,721	2	-	1,723	3,722	5,172	13,844	2,132	359	20,037	15,382	15,395	Massachusetts		
Michigan	391	11	1,319	1,721	2	-	1,723	3,722	5,172	13,844	2,132	359	20,037	15,382	15,395	Michigan		
Minnesota	403	6	866	1,375	17	-	1,392	2,532	6,906	11,184	696	67	11,947	12,559	13,339	Minnesota		
Mississippi	221	8	841	1,070	24	-	1,094	1,746	4,288	7,041	62	15	7,118	8,111	8,212	Mississippi		
Missouri	479	6	1,187	1,672	2	2	1,674	1,688	5,713	9,111	128	25	9,264	10,783	10,940	Missouri		
Montana	635	16	1,668	2,309	9	-	2,318	520	3,258	4,085	514	-	4,599	6,394	6,917	Montana		
Nebraska	362	5	806	1,173	11	-	1,184	1,249	4,290	5,964	763	56	6,783	7,137	7,967	Nebraska		
Nevada	282	32	773	1,057	30	-	1,087	363	1,327	1,824	144	25	1,993	2,881	3,080	Nevada		
New Hampshire	36	-	172	208	-	-	208	925	57	4,030	369	-	4,399	4,238	4,607	New Hampshire		
New Jersey	267	9	902	1,178	15	-	1,193	5,175	10,742	16,299	29	572	16,900	17,477	18,093	New Jersey		
New Mexico	748	64	2,230	3,042	25	4	3,071	731	1,829	2,662	51	4	2,717	5,704	5,788	New Mexico		
New York	1,105	44	3,326	4,475	11	1	4,480	6,689	22,574	42,270	1,831	1,160	45,261	46,745	49,741	New York		
North Carolina	319	32	926	1,277	11	-	1,288	3,448	9,665	11,574	1,650	215	26,552	25,964	27,840	North Carolina		
North Dakota	272	36	564	872	5	-	877	1,135	1,575	2,124	-	25	2,149	2,996	3,026	North Dakota		
Ohio	621	14	2,275	2,910	10	3	2,923	7,897	13,635	27,921	1,953	439	30,313	30,831	33,236	Ohio		
Oklahoma	480	21	1,053	1,554	20	6	1,574	4,690	6,071	12,747	342	-	13,089	14,301	15,679	Oklahoma		
Oregon	588	7	1,443	2,036	30	-	2,074	6,862	4,433	13,080	525	926	13,605	15,118	16,677	Oregon		
Pennsylvania	725	25	1,835	2,585	5	3	2,593	885	20,984	31,752	1,216	-	33,494	34,337	36,087	Pennsylvania		
Rhode Island	35	-	157	192	3	-	195	82	1,191	2,277	37	110	2,404	2,469	2,619	Rhode Island		
South Carolina	488	15	2,150	2,653	7	-	2,660	3,946	5,941	11,203	231	84	11,287	13,856	13,947	South Carolina		
South Dakota	381	68	817	1,266	9	-	1,275	2,451	3,295	4,546	231	20	4,776	4,561	4,821	South Dakota		
Tennessee	1,152	115	3,401	4,668	104	-	4,772	2,368	7,949	12,387	-	7	12,374	17,035	17,146	Tennessee		
Texas	1,278	37	3,141	4,456	37	12	4,505	6,288	22,885	39,840	1,368	514	41,682	44,296	46,187	Texas		
Utah	498	8	1,029	1,535	35	-	1,570	679	2,112	3,470	32	47	3,549	5,005	5,119	Utah		
Vermont	88	-	219	222	13	-	222	190	1,930	2,151	1,207	-	1,426	1,426	1,429	Vermont		
Virginia	310	16	1,357	1,663	13	10	1,706	5,068	6,853	14,588	515	185	15,288	16,271	16,994	Virginia		
Washington	1,398	354	4,584	6,336	53	2	6,391	4,627	10,795	17,599	430	260	18,309	23,935	24,700	Washington		
West Virginia	265	7	848	1,121	1	-	1,122	1,645	3,771	6,778	43	44	7,465	7,586	7,986	West Virginia		
Wisconsin	195	9	868	1,072	1	-	1,073	2,289	11,118	14,840	780	335	15,955	15,912	17,028	Wisconsin		
Wyoming	307	3	1,032	1,347	5	-	1,347	533	324	2,399	209	16	2,624	3,741	3,971	Wyoming		
Dist. of Col.	581	19	1,323	1,923	6	51	1,960	3/1,961	1,965	2,946	169	105	3,220	4,869	5,200	Dist. of Col.		
Total	23,237	1,321	67,609	92,167	734	101	93,002	147,728	345,630	595,033	26,498	10,187	631,718	687,200	724,720	Total		

1/ Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included.

2/ This information, compiled chiefly from reports of State authorities, is incomplete in many cases. Some States give State-owned vehicles only; others exclude from registration certain classes, such as fire apparatus and police vehicles. For the States not reporting State, county, and municipal vehicles separately from private and commercial vehicles, and those reporting unsegregated totals only, classification by vehicle types has been approximated on the basis of other available data.

3/ Includes 1,563 automobiles of the Diplomatic Corps.

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# NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1953<sup>1/</sup>

 TABLE MV-9, 1953  
ISSUED MAY 1954

Compiled for the Calendar Year

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGIS- TERED, 1953	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1952-1953			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1953 <sup>2/</sup>			STATE
					TOTAL 1952 TRUCK REGIS- TRATIONS	INCREASE OR DECREASE, 1953	PERCENT- AGE CHANGE	TRACTOR TRUCKS	DIESEL, BUTANE, AND OTHER	FARM TRUCKS <sup>3/</sup>	
Alabama	4/ 180,626	1,020	6,159	187,805	173,583	14,222	8.2	-	-	46,204	Alabama
Arizona	78,657	1,944	2,705	83,306	76,692	6,614	8.6	-	3,630	-	Arizona
Arkansas	167,627	698	2,695	171,020	163,725	7,295	4.5	-	933	-	Arkansas
California	736,140	5,422	36,524	778,086	724,587	53,499	7.4	29,040	14,217	-	California
Colorado	141,247	2,520	5,344	149,111	143,745	5,366	3.7	5,296	1,509	-	Colorado
Connecticut	93,306	473	3,929	97,708	95,398	2,310	2.4	4,002	301	-	Connecticut
Delaware	25,599	110	763	26,472	24,267	2,205	9.1	-	-	2,920	Delaware
Florida	199,188	1,129	7,746	208,063	199,370	8,693	4.4	-	-	-	Florida
Georgia	218,799	1,230	6,546	226,575	215,089	11,486	5.3	-	-	-	Georgia
Idaho	79,421	1,342	2,702	83,465	79,893	3,572	4.5	-	-	61,125	Idaho
Illinois	355,341	2,317	10,884	368,542	373,483	-4,941	-1.3	18,443	446	-	Illinois
Indiana	267,721	732	6,854	275,307	260,692	14,615	5.6	20,602	-	-	Indiana
Iowa	200,602	844	6,391	207,837	200,991	6,846	3.4	-	-	-	Iowa
Kansas	222,313	838	7,306	230,457	223,098	7,359	3.3	-	1,236	-	Kansas
Kentucky	188,697	1,330	4,364	194,391	186,961	7,430	4.0	-	-	73,411	Kentucky
Louisiana	171,140	702	4,287	176,129	165,558	10,571	6.4	-	-	68,544	Louisiana
Maine	63,137	260	2,845	66,242	65,536	706	1.1	-	199	-	Maine
Maryland	112,907	903	2,450	116,260	114,904	1,356	1.2	6,331	-	9,834	Maryland
Massachusetts	163,737	1,131	9,394	174,262	173,786	476	0.3	-	967	-	Massachusetts
Michigan	329,904	1,319	15,572	346,795	326,115	20,680	6.3	-	1,726	78,161	Michigan
Minnesota	215,430	966	6,906	223,302	215,661	7,641	3.5	-	-	80,194	Minnesota
Mississippi	164,879	841	4,288	170,008	162,235	7,773	4.8	295	1,719	122,778	Mississippi
Missouri	272,746	1,187	5,713	279,646	280,933	-1,287	-0.5	-	-	-	Missouri
Montana	91,266	1,608	3,258	96,132	87,495	8,637	9.9	698	694	51,076	Montana
Nebraska	142,999	806	4,290	148,095	144,783	3,312	2.3	-	1,369	78,510	Nebraska
Nevada	23,486	773	1,327	25,586	22,808	2,778	12.2	-	-	-	Nevada
New Hampshire	33,156	172	3,048	36,376	34,563	1,813	5.2	-	98	2,262	New Hampshire
New Jersey	218,549	902	10,742	230,193	224,768	5,425	2.4	-	750	18,348	New Jersey
New Mexico	76,700	2,230	1,829	80,759	71,941	8,818	12.3	-	1,385	-	New Mexico
New York	445,720	3,326	22,574	471,620	467,892	3,728	0.8	-	-	-	New York
North Carolina	241,488	926	11,574	253,988	236,944	17,044	7.2	-	2,637	21,527	North Carolina
North Dakota	91,341	564	1,575	93,480	91,040	2,440	2.7	-	226	-	North Dakota
Ohio	369,387	2,275	13,635	385,297	372,765	12,532	3.4	-	1,378	72,054	Ohio
Oklahoma	231,118	1,053	6,071	238,242	226,583	11,659	5.1	-	2,987	116,559	Oklahoma
Oregon <sup>5/</sup>	76,537	1,443	4,433	82,413	78,727	3,686	4.7	-	-	31,041	Oregon <sup>5/</sup>
Pennsylvania	477,430	1,835	20,984	500,249	491,805	8,444	1.7	-	5,070	-	Pennsylvania
Rhode Island	33,196	157	1,191	34,544	33,927	617	1.8	-	-	-	Rhode Island
South Carolina	126,503	2,150	5,541	134,194	131,729	2,465	1.9	-	651	-	South Carolina
South Dakota	79,818	817	2,451	83,086	80,456	2,630	3.3	-	306	-	South Dakota
Tennessee	207,601	3,401	7,949	218,951	205,829	13,122	6.4	-	1,408	83,696	Tennessee
Texas	691,026	3,141	22,885	717,052	685,267	31,785	4.6	33,264	-	237,941	Texas
Utah	54,873	1,029	2,112	58,014	54,928	3,086	5.6	-	1,164	-	Utah
Vermont <sup>5/</sup>	14,250	131	790	15,171	15,379	-208	-1.4	-	74	-	Vermont <sup>5/</sup>
Virginia	191,520	1,357	6,853	199,730	192,617	7,113	3.7	-	-	-	Virginia
Washington	178,469	4,584	10,795	193,848	183,030	10,818	5.9	-	2,070	56,689	Washington
West Virginia	118,689	448	3,711	122,848	118,088	4,760	4.0	-	-	-	West Virginia
Wisconsin	232,573	868	11,118	244,559	239,656	4,903	2.0	8,099	-	89,192	Wisconsin
Wyoming	47,137	1,032	1,542	49,711	47,281	2,430	5.1	2,388	-	-	Wyoming
Dist. of Col.	18,284	1,323	985	20,592	20,738	-146	-0.7	-	-	-	Dist. of Col.
Total	9,162,280	67,609	345,630	9,575,519	9,207,341	368,178	4.0	128,458	49,150	1,402,066	Total

1/ The registrations given in this table are as reported by the States in most instances, but have been supplemented in some cases by estimates based on data from other sources.

2/ Data for many States are incomplete. In this partial classification, a vehicle may be included more than once; for instance, a diesel tractor-truck in farm use could appear in all three columns.

3/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 5,369; New Hampshire, 3,523; New Jersey, 9,561; New York, 12,967; Rhode Island, 1,997.

4/ In Alabama, a pickup truck that is a person's sole means of transportation is registered at the passenger car rate. The estimated number of pickup trucks has been deducted from reported passenger car registrations and added to truck registrations.

5/ In Oregon, trucks with gross weights of 4,500 pounds or less, and in Vermont, trucks under 1,500 pounds capacity, are not segregated from automobiles. In most States for which truck weight data are available, similar light trucks comprise approximately half of all trucks registered.



NUMBER AND CLASSIFICATION OF BUSES REGISTERED IN 1953<sup>1/</sup>TABLE MV-10, 1953  
ISSUED MAY 1954

Compiled for the Calendar Year

STATE	PRIVATELY OWNED				PUBLICLY OWNED			TOTAL BUSES			STATE
	COMMERCIAL BUSES		SCHOOL BUSES 2/	TOTAL	FEDERAL	STATE COUNTY, AND MUNICIPAL (SCHOOL) 4/	TOTAL	TOTAL SCHOOL	TOTAL COMMERCIAL AND OTHER	GRAND TOTAL	
	GASOLINE 2/	DIESEL, BUTANE, AND OTHER 3/									
Alabama	1,587	-	840	2,427	3	3,666	3,669	4,506	1,590	6,096	Alabama
Arizona	974	-	-	974	73	618	691	618	1,047	1,665	Arizona
Arkansas	705	65	118	888	5	2,869	2,874	2,987	775	3,762	Arkansas
California	4,299	2,635	455	7,389	76	4,945	5,021	5,400	7,010	12,410	California
Colorado	758	237	590	1,585	14	953	967	1,543	1,009	2,552	Colorado
Connecticut	928	530	1,602	3,060	1	158	159	1,760	1,459	3,219	Connecticut
Delaware	188	-	288	476	1	27	28	315	189	504	Delaware
Florida	1,619	-	261	1,880	3	4,130	4,133	4,391	1,622	6,013	Florida
Georgia	1,599	-	2,060	3,659	9	2,646	2,655	4,706	1,608	6,314	Georgia
Idaho	499	-	-	499	47	505	552	505	546	1,051	Idaho
Illinois	3,756	1,259	1,545	6,560	45	3,364	3,409	4,909	5,060	9,969	Illinois
Indiana	2,614	-	5,100	7,714	11	1,148	1,159	6,248	2,625	8,873	Indiana
Iowa	682	-	553	1,235	3	3,204	3,207	3,757	685	4,442	Iowa
Kansas	758	118	-	876	10	1,095	1,105	1,095	886	1,981	Kansas
Kentucky	1,514	-	1,159	2,673	11	1,699	1,710	2,858	1,525	4,383	Kentucky
Louisiana	876	-	3,250	4,126	2	631	633	3,881	878	4,759	Louisiana
Maine	296	56	694	1,046	2	357	359	1,051	354	1,405	Maine
Maryland	2,330	-	2,205	4,535	7	329	336	2,534	2,337	4,871	Maryland
Massachusetts	3,727	359	956	5,042	11	75	86	1,031	4,097	5,128	Massachusetts
Michigan	3,975	875	2,285	7,135	11	3,722	3,733	6,007	4,861	10,868	Michigan
Minnesota	1,601	466	2,104	4,171	6	2,532	2,538	4,636	2,073	6,709	Minnesota
Mississippi	1,046	65	1,701	2,812	8	2,440	2,448	4,141	1,119	5,260	Mississippi
Missouri	2,582	-	1,178	3,760	6	1,628	1,634	2,806	2,588	5,394	Missouri
Montana	272	57	475	804	16	307	323	782	345	1,127	Montana
Nebraska	536	322	-	858	5	425	430	425	863	1,288	Nebraska
Nevada	259	-	-	259	32	134	166	134	291	425	Nevada
New Hampshire	514	21	318	853	-	57	57	375	535	910	New Hampshire
New Jersey	2,585	2,840	1,704	7,129	9	382	391	2,086	5,434	7,520	New Jersey
New Mexico	698	75	1,128	1,901	64	102	166	1,230	837	2,067	New Mexico
New York	11,221	-	-	11,221	44	6,689	6,733	6,689	11,265	17,954	New York
North Carolina	2,361	245	-	2,606	32	9,665	9,697	9,665	2,638	12,303	North Carolina
North Dakota	91	54	-	145	36	135	171	135	181	316	North Dakota
Ohio	3,758	1,305	-	5,063	14	7,897	7,911	7,897	5,077	12,974	Ohio
Oklahoma	957	225	376	1,558	21	4,690	4,711	5,066	1,203	6,269	Oklahoma
Oregon	1,488	-	-	1,488	7	1,665	1,672	1,665	1,495	3,160	Oregon
Pennsylvania	5,014	1,586	4,516	11,116	25	825	850	5,341	6,625	11,966	Pennsylvania
Rhode Island	679	-	210	889	-	82	82	292	679	971	Rhode Island
South Carolina	1,648	49	-	1,697	15	3,946	3,961	3,946	1,712	5,658	South Carolina
South Dakota	253	22	-	275	68	299	367	299	343	642	South Dakota
Tennessee	1,361	445	-	1,806	115	2,050	2,165	2,050	1,921	3,971	Tennessee
Texas	4,931	-	-	4,931	37	10,667	10,704	10,667	4,968	15,635	Texas
Utah	218	124	-	342	8	479	487	479	350	829	Utah
Vermont	96	30	444	570	-	152	152	596	126	722	Vermont
Virginia	2,535	-	642	3,177	16	2,707	2,723	3,349	2,551	5,900	Virginia
Washington	873	250	-	1,123	354	2,177	2,531	2,177	1,477	3,654	Washington
West Virginia	1,139	-	44	1,183	7	1,645	1,652	1,689	1,146	2,835	West Virginia
Wisconsin	1,698	-	1,341	3,039	9	1,433	1,442	2,774	1,707	4,481	Wisconsin
Wyoming	315	-	330	645	3	324	327	654	318	972	Wyoming
Dist. of Col.	1,528	527	-	2,055	19	-	19	-	2,074	2,074	Dist. of Col.
Total	85,941	14,842	40,472	141,255	1,321	101,675	102,996	142,147	102,104	244,251	Total

1/ This table gives bus registrations reported by the States, supplemented where possible by Bureau of Public Roads estimates based on other data. Some of the figures are inconsistent or are otherwise questionable, but are the best currently available and are presented for such informational value as they may have.

2/ In a few instances privately owned school buses are included with commercial buses or with publicly owned school buses.

3/ Many States were unable to report separately the buses

powered by fuels other than gasoline. Where no figure is given in this column buses powered by fuels other than gasoline are included with gasoline buses.

4/ This column consists primarily of publicly owned school buses but includes a few privately owned school, institutional, and industrial buses registered free or at a reduced rate. Municipally owned transit buses are included with commercial buses.

# NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS REGISTERED IN 1953 <sup>1/</sup>

Compiled for Calendar Year from  
Reports of State Authorities

TABLE MV-11, 1953  
ISSUED MAY 1954

STATE	PRIVATE AND COMMERCIAL							PUBLICLY OWNED			GRAND TOTAL	STATE
	COMMERCIAL TRAILERS			LIGHT FARM TRAILERS, CAR TRAILERS, ETC. 3/	HOUSE TRAILERS 4/	UNSEG- REGATED	TOTAL	BY FEDERAL GOVERN- MENT	BY STATE, COUNTY, AND MUNICIPAL GOVERN- MENTS	TOTAL		
	TRAILERS AND SEMI- TRAILERS 2/	FULL TRAILERS	SEMI- TRAILERS									
Alabama	-	-	14,796	594	-	-	15,390	34	159	193	15,583	Alabama
Arizona	15,288	-	-	-	17,035	-	32,323	16	262	278	32,601	Arizona
Arkansas	-	-	-	-	-	28,133	28,133	5	249	254	28,387	Arkansas
California	-	-	-	-	109,019	329,385	438,404	48	4,509	4,557	442,961	California
Colorado	-	2,599	3,550	19,562	6,770	-	32,481	30	365	395	32,876	Colorado
Connecticut	-	-	5,709	21,038	-	-	26,747	-	488	488	27,235	Connecticut
Delaware	-	-	-	-	-	5,825	5,825	2	143	145	5,970	Delaware
Florida	12,232	-	-	55,581	38,784	-	106,597	14	971	985	107,582	Florida
Georgia	12,016	-	-	22,021	3,900	-	37,937	7	303	310	38,247	Georgia
Idaho	3,421	-	-	34,167	2,698	-	40,286	21	246	267	40,553	Idaho
Illinois	-	-	-	-	-	72,141	72,141	5	460	465	72,606	Illinois
Indiana	-	-	-	-	7,055	124,277	131,332	4	477	481	131,813	Indiana
Iowa	-	-	-	51,771	-	60,773	112,544	1	914	915	113,459	Iowa
Kansas	-	-	-	-	-	17,613	17,613	6	-	6	17,619	Kansas
Kentucky	-	-	-	-	-	-	(5/)	19	-	19	19	Kentucky
Louisiana	-	-	-	-	2,424	38,005	40,429	7	165	172	40,601	Louisiana
Maine	-	-	-	-	-	23,365	23,365	-	453	453	23,818	Maine
Maryland	-	-	-	-	-	20,157	20,157	15	135	150	20,307	Maryland
Massachusetts	-	-	-	-	-	66,159	66,159	3	-	3	66,162	Massachusetts
Michigan	-	-	-	-	17,502	239,634	257,136	2	2,132	2,134	259,270	Michigan
Minnesota	18,855	-	-	104,365	5,711	-	128,931	17	696	713	129,644	Minnesota
Mississippi	-	-	-	-	-	30,959	30,959	24	62	86	31,045	Mississippi
Missouri	-	-	-	-	-	81,148	81,148	2	128	130	81,278	Missouri
Montana	-	-	-	-	-	17,754	17,754	9	514	523	18,277	Montana
Nebraska	-	920	9,356	43,788	4,557	-	58,621	11	763	774	59,395	Nebraska
Nevada	-	-	-	-	-	7,306	7,306	30	144	174	7,480	Nevada
New Hampshire	-	-	-	-	-	11,977	11,977	-	369	369	12,346	New Hampshire
New Jersey	-	-	-	-	-	32,568	32,568	15	29	44	32,612	New Jersey
New Mexico	-	-	-	-	-	10,940	10,940	25	51	76	11,016	New Mexico
New York	-	-	-	-	-	121,869	121,869	4	1,831	1,835	123,704	New York
North Carolina	19,374	-	-	64,241	-	-	83,615	11	1,650	1,661	85,276	North Carolina
North Dakota	374	-	-	775	2,011	-	3,160	5	-	5	3,165	North Dakota
Ohio	-	-	-	-	-	203,030	203,030	10	1,953	1,963	204,993	Ohio
Oklahoma	13,059	-	-	-	2,584	-	15,643	20	342	362	16,005	Oklahoma
Oregon	-	-	-	-	-	24,981	24,981	30	525	555	25,536	Oregon
Pennsylvania	-	-	-	-	-	102,249	102,249	5	1,216	1,221	103,470	Pennsylvania
Rhode Island	-	-	-	-	-	8,630	8,630	3	37	40	8,670	Rhode Island
South Carolina	9,540	-	-	-	3,096	-	12,636	7	-	7	12,643	South Carolina
South Dakota	-	-	-	-	-	32,784	32,784	9	231	240	33,024	South Dakota
Tennessee	-	-	-	5,733	-	-	5,733	104	-	104	5,837	Tennessee
Texas	-	-	-	-	23,783	146,405	170,188	37	1,328	1,365	171,553	Texas
Utah	-	243	2,318	-	558	-	3,119	35	32	67	3,186	Utah
Vermont	-	-	-	-	-	7,494	7,494	3	-	3	7,497	Vermont
Virginia	-	-	-	28,526	-	14,546	43,072	13	515	528	43,600	Virginia
Washington	-	-	-	-	3,498	58,049	61,547	53	450	503	62,050	Washington
West Virginia	5,804	-	-	7,832	993	-	14,629	1	43	44	14,673	West Virginia
Wisconsin	12,816	-	-	12,085	7,528	-	32,429	1	780	781	33,210	Wisconsin
Wyoming	1,946	-	-	11,759	3,172	-	16,879	5	209	214	17,093	Wyoming
Dist. of Col.	-	-	-	-	-	1,636	1,636	6	169	175	1,811	Dist. of Col.
Total	124,727	3,762	35,729	483,838	262,678	1,939,792	2,850,526	734	26,498	27,232	2,877,758	Total

1/ The amount and significance of data on trailer registrations vary greatly. Data are reported to the extent available.

2/ Several States register tractor-semitrailer combinations as one unit. Semitrailers registered as parts of such units are not included in this table.

3/ Several States do not require the registration of light farm or

automobile trailers.

4/ House trailers are classified as light car trailers in many States, and in others they are not required to be registered.

5/ Heavy semitrailers are registered with the tractor as one unit. Automobile trailers are not required to be registered.



## MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES-1953 1/

Compiled for calendar year from  
reports of State authorities

TABLE MV-12, 1953  
ISSUED MAY 1954

STATE	LICENSES ISSUED DURING 1953					ESTIMATED TOTAL LICENSES IN FORCE DURING 1953 3/	PRIVATE AND COMMERCIAL MOTOR VEHICLES REGISTERED IN 1953	LICENSED OPERATORS PER REGISTERED MOTOR VEHICLE	STATE
	LEARNERS PERMITS	OPERATORS LICENSES		CHAUFFEURS LICENSES 2/					
		PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1953	PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1953				
Alabama	35,838	2 Years	955,418	Not Required	-	1,070,963	846,559	1.26	Alabama
Arizona	-	3 Years	117,319	2 Years	32,024	453,758	351,750	1.29	Arizona
Arkansas	-	1 Year	666,387	1 Year	22,456	688,843	521,694	1.32	Arkansas
California	-	4 Years	1,528,880	4 Years	112,812	6,127,287	5,436,082	1.13	California
Colorado	-	3 Years	222,950	1 Year	75,691	845,550	637,655	1.33	Colorado
Connecticut	-	1 Year	979,849	1 Year	8,626	* 979,849	820,987	1.19	Connecticut
Delaware	-	(4/)	22,426	(4/)	1,561	173,962	132,303	1.31	Delaware
Florida	53,168	1 Year	1,376,154	1 Year	242,730	1,618,884	1,284,308	1.26	Florida
Georgia	38,502	Indefinite	228,293	Indefinite	11,146	1,390,056	1,069,274	1.30	Georgia
Idaho	3,651	2 Years	180,618	2 Years	16,996	330,488	298,641	1.11	Idaho
Illinois	-	3 Years	654,537	1 Year	270,046	4,219,242	2,936,819	1.44	Illinois
Indiana	113,047	2 Years	535,954	1 Year	250,175	2,011,444	1,598,622	1.26	Indiana
Iowa	-	2 Years	613,229	1 Year	147,895	1,336,214	1,112,881	1.20	Iowa
Kansas	-	2 Years	1,023,828	2 Years	100,315	1,278,250	944,846	1.35	Kansas
Kentucky	-	1 & 2 Years	943,364	1 Year	29,000	* 1,059,739	898,084	1.18	Kentucky
Louisiana	-	1 Year	706,830	1 Year	89,402	1,018,539	807,587	1.26	Louisiana
Maine	-	1 Year	369,477	Not Required	-	369,477	292,110	1.26	Maine
Maryland	158,353	Indefinite	87,182	2 Years	45,705	* 1,065,230	813,153	1.31	Maryland
Massachusetts	-	2 Years	1,559,737	1 Year	(5/)	* 1,862,232	1,406,417	1.32	Massachusetts
Michigan	118,466	3 Years	1,185,434	1 Year	217,529	3,265,395	2,755,855	1.18	Michigan
Minnesota	124,381	4 Years	295,336	1 Year	156,800	1,670,011	1,260,563	1.32	Minnesota
Mississippi	5,936	2 Years	360,385	2 Years	20,924	592,483	548,614	1.08	Mississippi
Missouri	27,865	3 Years	1,007,304	1 Year	126,765	1,980,223	1,375,155	1.44	Missouri
Montana	(6/)	2 Years	(6/)	2 Years	(6/)	304,785	295,908	1.03	Montana
Nebraska	-	2 Years	707,724	Not Required	-	765,461	624,659	1.23	Nebraska
Nevada	600	2 Years	94,252	1 Year	10,376	122,674	103,764	1.18	Nevada
New Hampshire	-	1 Year	165,964	1 Year	79,775	245,739	187,990	1.31	New Hampshire
New Jersey	392,623	1 Year	2,190,164	Not Required	-	2,190,164	1,819,437	1.20	New Jersey
New Mexico	-	(7/)	202,303	(7/)	47,256	372,434	297,392	1.25	New Mexico
New York	282,690	3 Years	1,081,857	3 Years	274,450	5,859,431	4,129,750	1.42	New York
North Carolina	-	4 Years	441,836	1 Year	37,144	1,596,545	1,231,040	1.30	North Carolina
North Dakota	-	2 Years	287,533	Not Required	-	325,294	289,707	1.12	North Dakota
Ohio	674,710	3 Years	937,485	3 Years	115,579	3,888,528	3,135,910	1.24	Ohio
Oklahoma	23,242	2 Years	442,802	2 Years	67,387	975,991	914,250	1.07	Oklahoma
Oregon	38,714	2 Years	400,077	1 Year	48,393	* 815,494	729,834	1.12	Oregon
Pennsylvania	425,607	1 Year	4,350,300	Not Required	-	4,350,300	3,385,605	1.28	Pennsylvania
Rhode Island	20,642	1 Year	344,572	1 Year	2,779	347,351	278,241	1.25	Rhode Island
South Carolina	-	4 Years	801,906	1 Year	4,252	1,000,864	702,473	1.42	South Carolina
South Dakota	-	(8/)	-	Not Required	-	360,557	302,989	1.19	South Dakota
Tennessee	12,529	2 Years	1,112,779	2 Years	86,107	1,319,532	1,029,967	1.28	Tennessee
Texas	-	2 Years	1,302,635	1 Year	709,361	3,556,395	3,315,150	1.07	Texas
Utah	-	5 Years	99,305	5 Years	11,684	359,395	287,516	1.25	Utah
Vermont	-	1 Year	154,884	Not Required	-	154,884	127,210	1.22	Vermont
Virginia	-	3 Years	349,985	1 Year	66,063	1,400,787	1,074,450	1.30	Virginia
Washington	43,282	2 Years	609,630	Not Required	-	1,169,699	1,027,582	1.14	Washington
West Virginia	77,500	4 Years	145,681	1 Year	40,640	768,091	509,369	1.51	West Virginia
Wisconsin	99,650	4 Years	390,650	Not Required	-	1,687,976	1,295,606	1.30	Wisconsin
Wyoming	-	3 Years	121,926	1 Year	12,704	196,931	159,413	1.24	Wyoming
Dist. of Col.	39,052	3 Years	114,634	Not Required	-	326,360	187,493	1.74	Dist. of Col.
Total	-	-	-	-	-	69,869,781	55,592,664	1.26	Total

1/ Complete data for all States were not available.

2/ Includes public service and other special licenses that are issued to operators of vehicles for hire.

3/ Estimated by the Bureau of Public Roads from data reported by the States for current and previous years. No allowance was made for deaths, emigration, or revocations. Chauffeurs' licenses have not been added to operators' licenses in the States that require an operator's license in addition to the chauffeur's license. Such States are indicated with an asterisk (\*). (The figure for South Dakota is an estimate by the Bureau of Public Roads of the number of motor-vehicle operators in that State. See footnote 8.)

4/ Licenses are issued for a two-year period but drivers meeting certain requirements and having a motor-vehicle operation record showing no previous arrest or conviction may obtain licenses for an indefinite period. Licenses were issued as follows:

	Two Years	Indefinite	Total
Operators	20,560	1,866	22,426
Chauffeurs	1,076	485	1,561

5/ The amount received from bus operators' licenses, duplicates, etc., was \$6,315, but a segregation of the licenses was not available.

6/ The amount received from learners' permits and operators' and chauffeurs' licenses was \$389,639, but the number of licenses issued is not available.

7/ Licenses are issued for a one-year, two-year, or three-year period at the option of the applicant. Licenses were issued as follows:

	One Year	Two Years	Three Years	Total
Operators	118,708	43,463	40,132	202,303
Chauffeurs	35,883	7,710	3,663	47,256

8/ South Dakota did not require a license for operators or chauffeurs during 1953. Under a 1953 law, however, a driver's license will be required beginning January 1, 1954.

TABLE MV-2, 1953  
ISSUED JUNE 1954

## STATE MOTOR-VEHICLE RECEIPTS - 1953

Compiled for calendar year  
from reports of State authorities

STATE	TOTAL RECEIPTS	REGISTRATION FEES 2/					MISCELLANEOUS RECEIPTS					TOTAL	STATE				
		MOTOR VEHICLES			OTHER VEHICLES		TOTAL	DEALERS LICENSES	OPERATORS AND CHAUF- FEURS PERMITS	CERTIF- ICATE OF TITLE FEES	SPECIAL TITLING TAXES 3/			FINES AND FORFEI- TURES TIES	TRANSFER OR REGIS- TRATION FEES	ESTIMATED SERVICES CHARGES, COLLEC- TIONS 4/	OTHER RECEIPTS LESS UNLES- S STATED REFUNDS
		AUTO- MOBILES (INCLUDING TRAILERS)	BUSES	TRUCKS AND TRACTOR TRUCKS	TRAILERS	MOTOR- CYCLES											
Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
Alabama	9,470	2,043	225	2,066	4,874	238	5,132	7	1,914	-	-	1,528	-	877	20	Alabama	
Arizona	4,853	977	82	2,000	3,209	839	4,039	20	299	-	-	44	-	-	13	Arizona	
Arkansas	10,436	4,796	181	4,038	9,005	113	9,118	63	779	201	-	33	71	-	183	Arkansas	
California 5/	143,068	88,560	(17)	34,473	123,433	10,046	133,479	86	4,488	-	-	-	3,052	-	1,437	California 5/	
Colorado	6,554	2,806	51	1,425	4,282	290	4,580	111	374	599	-	605	138	-	123	Colorado	
Connecticut	13,076	5,265	276	3,070	8,531	98	9,040	125	3,038	-	-	332	322	-	23	Connecticut	
Delaware	2,569	1,026	(17)	1,015	1,941	13	2,140	16	84	81	-	106	-	-	62	Delaware	
Florida	30,986	16,466	558	7,553	24,577	2,621	27,198	124	1,915	1,210	-	241	-	640	69	Florida	
Georgia	6,400	2,959	441	1,641	4,541	1,230	5,771	17	1,232	173	-	-	26	-	67	Georgia	
Iaaho	5,056	1,096	8/ 150	9/ 2,037	4,163	5/ 330	4,590	61	1,534	763	-	374	520	-	67	Iaaho	
Illinois	63,413	27,573	435	31,530	53,658	1,121	60,687	224	1,032	921	-	262	539	773	199	Illinois	
Indiana	28,568	13,875	213	7,352	23,443	1,121	24,614	221	1,032	921	-	262	539	773	199	Indiana	
Iowa	35,660	20,525	(17)	12,638	33,213	981	34,230	126	1,221	100	-	-	290	-	-307	Iowa	
Kansas	13,830	7,357	461	3,666	11,023	820	11,843	145	1,325	240	-	10	171	-	53	Kansas	
Kentucky	15,579	2,879	461	3,502	6,842	(107)	6,852	76	1,066	-	-	6,534	334	619	38	Kentucky	
Louisiana	9,837	2,058	187	3,901	6,146	1,722	7,864	19	1,010	756	-	-	-	-	168	Louisiana	
Maine	7,326	3,206	44	7,773	6,023	64	6,101	129	737	-	-	89	205	-	65	Maine	
Maryland	23,045	7,132	470	2,674	10,226	955	11,196	142	469	386	-	1,771	-	-	147	Maryland	
Massachusetts	21,607	6,360	144	5,472	12,536	239	12,775	153	8,154	-	-	-	537	-	-24	Massachusetts	
Michigan	55,172	27,704	553	15,274	43,361	6,671	50,032	157	1,950	1,561	-	-	656	-	132	Michigan	
Minnesota	28,461	18,461	322	7,712	26,705	440	27,147	77	514	-	-	518	-	-	166	Minnesota	
Mississippi	8,560	3,431	330	3,763	7,194	74	7,268	25	837	-	-	153	-	-	82	Mississippi	
Missouri	26,367	12,840	335	7,528	20,703	440	21,214	200	1,334	718	-	266	-	-	66	Missouri	
Montana	5,695	2,286	40	2,100	4,406	323	4,731	37	330	58	-	-	77	-	100	Montana	
Nebraska	8,027	3,322	66	3,737	6,125	198	6,323	62	1,381	352	-	-	-	-	232	Nebraska	
Nevada	1,050	401	(12/ 1)	330	732	59	794	5	116	-	-	12	48	-	75	Nevada	
New Hampshire	5,103	2,156	(12/ 431	2,128	4,284	(12/ 8	4,292	31	529	-	-	130	-	-	121	New Hampshire	
New Jersey	42,854	20,846	431	11,068	32,395	2,766	35,059	270	6,969	2,067	-	1,186	421	-	3,852	New Jersey	
New Mexico	6,416	3,033	186	2,003	5,222	371	5,602	35	451	148	-	11	93	-	76	New Mexico	
New York	99,166	58,895	522	23,590	83,077	5,106	88,253	279	5,250	-	-	2,327	1,842	-	145	New York	
North Carolina	26,947	9,523	897	12/ 14,253	24,743	(12/ 36	24,779	108	958	442	-	487	290	-	-87	North Carolina	
North Dakota	6,574	3,932	191	2,267	6,218	-26	6,248	24	556	442	-	3	57	-	14	North Dakota	
Ohio	67,718	26,365	977	25,431	52,713	7,436	60,287	373	1,185	2,512	-	1,139	504	1,272	386	Ohio	
Oklahoma	21,256	12,493	183	6,613	19,105	144	20,248	101	1,770	833	-	-	-	575	60	Oklahoma	
Oregon	62,373	29,033	1,693	2,034	55,566	3,247	59,813	54	668	833	-	386	2,130	-	135	Oregon	
Pennsylvania	63,460	31,460	1,693	22,644	55,566	3,247	59,813	461	5,773	3,237	-	16	2,130	-	940	Pennsylvania	
Rhode Island	5,400	3,250	71	1,110	4,431	22	4,461	47	746	-	-	-	124	-	31	Rhode Island	
South Carolina	6,956	2,886	95	2,407	4,768	709	5,502	107	468	-	-	66	70	-	743	South Carolina	
South Dakota	5,162	3,185	16	1,322	4,823	207	5,035	24	-	77	-	-	-	-	26	South Dakota	
Tennessee	16,987	5,807	332	6,223	12,382	10/ 26	12,445	80	2,194	862	-	375	-	822	229	Tennessee	
Texas	64,728	31,843	1,147	21,671	54,663	6,235	61,018	203	2,777	929	17,720	-	810	-	1,271	Texas	
Utah	3,249	1,022	(12/ 1)	1,757	2,849	3	2,852	56	155	128	-	2	34	-	22	Utah	
Vermont	5,100	2,846	32	1,600	4,476	62	4,547	60	405	-	-	-	66	-	10	Vermont	
Virginia	16,247	8,606	264	3,991	12,871	1,718	14,617	192	307	692	-	-	297	-	182	Virginia	
Washington 6/	26,149	11,711	105	8,183	19,999	1,876	21,917	70	1,984	359	-	611	292	716	200	Washington 6/	
West Virginia	2,096	6,489	63	4,362	11,394	114	11,521	228	325	311	3,450	-	125	-	94	West Virginia	
Wisconsin	29,332	16,116	512	10,886	27,526	867	28,423	99	477	-	-	-	358	-	60	Wisconsin	
Wyoming	1,758	583	15	784	1,322	135	1,460	13	135	-	-	-	16	-	134	Wyoming	
Dist. of Col.	4,407	595	24	667	1,846	32	1,701	62	393	-	-	1,542	23	-	688	Dist. of Col.	
Total	1,179,201	554,219	13,371	356,742	924,332	65,090	1,173	5,477	70,878	21,673	36,430	14,904	15,377	6,325	16,982	188,046	Total

1/ Where the registration year is not more than one month removed from the calendar year, registration-year receipts are given. Where the registration year is more than one month removed, calendar-year receipts are given.

2/ Substantial portions of the road-user taxes on commercial vehicles in some States are in the form of motor-carrier taxes. For motor-carrier tax revenues, see Table MV-1.

3/ Special titling taxes imposed under general sales tax laws are not included.

4/ County or local officers in many States are allowed service charges for issuing registrations, operators' licenses, etc. Some of these charges are included with registration and other fees. The amounts shown in this column are estimates of service charges that are collected and retained by local officials and not reported elsewhere in this table.

5/ In Alabama a pickup truck that is a person's sole means of transportation is registered at the passenger car registration fee. The titling fee is added to the registration fee. The amounts shown in this column are estimates of service charges that are collected and retained by local officials and not reported elsewhere in this table.

6/ Property taxes formerly levied on motor vehicles have been replaced by "vehicle license fees" in California, and by "motor vehicle excise taxes" in Washington. Because of the origin of these taxes, the administrative officers of the two States do not consider them to be road-user taxes. The amounts included with registration fees are included with those for certain vehicles.

7/ Includes mileage tax receipts, which are in lieu of registration fees for certain vehicles.

8/ Includes \$3,594,896 of delinquent 1952 bus, truck, and trailer fees.

9/ Heavy semitrailers are registered with the motor vehicle department in Kentucky and Tennessee. Automobile trailers are permitted but are not required to register in Kentucky.

10/ Transfer fees are included with registration fees and cannot be segregated.

11/ Bus and trailer fees are included with those of trucks in New Hampshire and Utah and trailer fees are included with those of trucks in Oregon.

12/ In Oregon registration fees for trucks with gross weights of 4,500 pounds or less, and in Vermont, registration fees for trucks under 1,500 pounds capacity, are included with those for automobiles.



## STATE MOTOR-CARRIER TAX RECEIPTS - 1953 1/

Compiled for calendar year from  
reports of State authorities

TABLE MC-1, 1953  
REVISED SEPTEMBER 1954

STATE	PROCEEDS OF STATE IMPOSTS ON MOTOR VEHICLES OPERATED FOR HIRE, AND OTHER MOTOR CARRIERS 2/							TOTAL	STATE
	GROSS RECEIPTS TAXES 3/	MILEAGE, TON-MILE, AND PASSENGER- MILE TAXES	SPECIAL LICENSE FEES AND FRANCHISE TAXES 4/		CERTIFICATE OR PERMIT FEES 4/	TRIP PERMITS	MISCEL- LANEOUS RECEIPTS		
			ON WEIGHT OR CAPACITY BASIS	ON FLAT RATE BASIS					
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	
Alabama	-	1,200	-	-	35	-	-	1,235	Alabama
Arizona	1,522	-	660	-	-	-	-	2,182	Arizona
Arkansas	-	-	-	-	3	-	-	3	Arkansas
California	15,063	-	-	-	362	-	-	15,425	California
Colorado	-	3,064	-	-	68	-	-	3,132	Colorado
Connecticut	514	-	-	168	-	-	-	682	Connecticut
Delaware 5/	-	-	-	-	-	-	-	-	Delaware 5/
Florida	-	621	-	47	18	-	-	686	Florida
Georgia	-	-	-	170	2	-	-	172	Georgia
Idaho	-	-	-	51	4	136	-	191	Idaho
Illinois 5/	-	-	-	-	-	-	-	-	Illinois 5/
Indiana	-	-	-	397	9	-	-	406	Indiana
Iowa	-	-	193	76	-	-	-	269	Iowa
Kansas	-	3,297	-	-	12	-	-	3,309	Kansas
Kentucky	-	273	1,183	-	185	-	6/ 43	1,684	Kentucky
Louisiana	-	-	-	-	30	-	39	69	Louisiana
Maine	-	27	-	59	25	-	5	116	Maine
Maryland	-	30	-	-	-	-	-	30	Maryland
Massachusetts	-	13	-	202	15	-	6/ 8	238	Massachusetts
Michigan	-	1,282	-	1	30	-	-	1,313	Michigan
Minnesota	-	-	-	-	94	-	-	94	Minnesota
Mississippi	-	-	-	182	3	-	-	185	Mississippi
Missouri	-	-	-	310	-	-	-	310	Missouri
Montana	180	-	-	67	2	-	2	251	Montana
Nebraska	-	-	-	72	9	114	-	195	Nebraska
Nevada	-	-	839	118	-	508	66	1,531	Nevada
New Hampshire	-	29	-	7	-	-	-	36	New Hampshire
New Jersey	-	115	-	-	-	-	-	115	New Jersey
New Mexico	-	1,404	-	-	13	-	-	1,417	New Mexico
New York	-	11,467	-	515	8	-	333	12,323	New York
North Carolina	-	-	-	-	5	-	-	5	North Carolina
North Dakota	-	87	241	19	37	-	-	384	North Dakota
Ohio	-	-	1,565	-	172	-	-	1,737	Ohio
Oklahoma	-	316	-	31	8	-	-	355	Oklahoma
Oregon	-	7,910	2,398	90	4	-	122	10,524	Oregon
Pennsylvania 5/	-	-	-	-	-	-	-	-	Pennsylvania 5/
Rhode Island	-	-	-	58	1	-	-	59	Rhode Island
South Carolina	-	610	59	-	-	-	6/ 8	677	South Carolina
South Dakota	-	91	1,588	-	21	61	2	1,763	South Dakota
Tennessee	-	-	274	-	2	-	-	276	Tennessee
Texas	-	-	65	280	23	-	-	368	Texas
Utah	-	240	-	-	-	271	-	511	Utah
Vermont	-	-	-	-	-	-	61	61	Vermont
Virginia	1,763	225	-	-	39	-	17	2,044	Virginia
Washington	36	47	404	68	37	-	25	617	Washington
West Virginia	-	291	-	-	-	-	-	291	West Virginia
Wisconsin	-	-	7/ 1,011	407	-	-	-	1,418	Wisconsin
Wyoming	-	1,331	-	113	-	261	-	1,705	Wyoming
Dist. of Col.	-	169	-	275	61	-	-	505	Dist. of Col.
Total	19,078	34,139	10,480	3,783	1,337	1,351	731	70,899	Total

1/ Road-user revenues consist primarily of the motor-vehicle registration fees and motor-fuel taxes shown in Tables MW-2 and G-1, respectively. In most States, however, operators of for-hire vehicles, and in some instances other commercial vehicles, are required to pay additional fees for use of the highways or for regulation of motor-carrier operations. It is the revenue from these additional imposts that is included in Table MC-1. In a few cases the amounts for some classes of vehicles are in lieu of, rather than in addition to, the registration and/or fuel taxes.

2/ Complete classification of motor-carrier tax receipts is not available in all States. The classified receipts, in some cases, include miscellaneous small receipts not classified.

3/ Numerous States impose taxes on the gross receipts of motor carriers in connection with general State sales taxes or taxes on all transportation companies or public utilities. This column includes only the proceeds of gross receipts taxes reported by the

States as special taxes on motor carriers.

4/ It is sometimes difficult to make a distinction between the three classes of receipts listed in the third, fourth, and fifth columns. In general, the proceeds of special weight or capacity taxes and taxes imposed at a flat rate per vehicle are included under special license fees and franchise taxes. Application or filing fees required for the issuance of certificates of convenience and necessity to common carriers, and corresponding permits to contract and other motor carriers, are included under certificate or permit fees.

5/ There are no special taxes on motor carriers.

6/ Motor-carrier drivers licenses.

7/ Includes receipts from optional mileage tax paid prior to court decision finding the mileage tax unconstitutional.

# TRUCKS OWNED BY THE FEDERAL GOVERNMENT <sup>1/</sup>

## CLASSIFIED BY WEIGHT GROUPS

TABLE MV-24, 1953

STATE	MANUFACTURERS AUTHORIZED MAXIMUM GROSS VEHICLE WEIGHT RATING, IN POUNDS <sup>2/</sup>					TOTAL
	LESS THAN 12,500 G.V.W.  (1 ton or less)	12,500 TO 14,999 G.V.W.  (1-1/2 tons)	15,000 TO 16,999 G.V.W.  (2 to 2-1/2 tons)	17,000 TO 24,999 G.V.W.  (3 to 4 tons)	24,500 G.V.W. AND OVER  (5 tons or over)	
Alabama	758	78	92	39	53	1,020
Arizona	1,394	266	142	83	59	1,944
Arkansas	613	67	13	4	1	698
California	4,030	703	375	217	92	5,422
Colorado	2,026	239	113	85	57	2,520
Connecticut	333	95	29	16	-	473
Delaware	80	16	3	10	1	110
Florida	854	119	121	22	13	1,129
Georgia	947	193	50	28	12	1,230
Idaho	1,007	205	64	13	53	1,342
Illinois	1,310	428	312	219	48	2,317
Indiana	553	107	48	19	5	732
Iowa	692	109	27	14	2	844
Kansas	700	86	41	10	1	838
Kentucky	914	129	39	134	114	1,330
Louisiana	543	73	59	24	3	702
Maine	216	29	9	4	2	260
Maryland	652	139	65	41	6	903
Massachusetts	771	238	58	59	5	1,131
Michigan	807	231	213	64	4	1,319
Minnesota	692	173	65	33	3	966
Mississippi	675	110	51	3	2	841
Missouri	816	176	129	53	13	1,187
Montana	1,242	240	69	24	33	1,608
Nebraska	638	111	31	19	7	806
Nevada	552	87	68	24	42	773
New Hampshire	148	19	3	1	1	172
New Jersey	617	177	49	47	12	902
New Mexico	1,744	229	115	58	84	2,230
New York	2,021	468	392	389	56	3,326
North Carolina	719	151	38	10	8	926
North Dakota	433	58	46	16	11	564
Ohio	1,534	299	139	186	117	2,275
Oklahoma	838	130	45	22	18	1,053
Oregon	1,096	200	85	26	36	1,443
Pennsylvania	1,216	342	144	116	17	1,835
Rhode Island	115	24	8	8	2	157
South Carolina	1,429	61	330	95	235	2,150
South Dakota	600	109	79	13	16	817
Tennessee	2,232	270	379	209	311	3,401
Texas	2,615	247	223	38	18	3,141
Utah	801	160	50	12	6	1,029
Vermont	119	8	3	1	-	131
Virginia	958	226	89	51	33	1,357
Washington	3,468	436	156	346	178	4,584
West Virginia	360	59	21	7	1	448
Wisconsin	636	115	79	32	6	868
Wyoming	736	136	78	27	55	1,032
Dist. of Col.	691	275	209	48	100	1,323
Total	48,941	8,651	5,046	3,019	1,952	67,609
Percent	72.39	12.79	7.46	4.47	2.89	100.00

<sup>1/</sup> Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included. Tractor trucks are included with trucks.

<sup>2/</sup> The equivalent manufacturers rated capacity ratings are given in parentheses for each gross vehicle weight group.



## TRAFFIC CHARACTERISTICS

The assembly of information on a National basis on volumes and characteristics of traffic using highways began in 1936 when Federal-aid funds were first made available for engineering and economic investigations. The scope of these studies varies somewhat among the States depending on need for information.

Traffic volumes are obtained from automatic traffic recorders operated continuously on rural roads of each State, totaling over 900 in number. These are generally supplemented with a program of manual classification counts conducted seasonally for determining the proportions of different vehicle types.

Weights of commercial vehicles using rural roads were first obtained in 1936 and have been obtained annually since 1942. This series of weighings have given information on the loadings of trucks and frequencies of heavy loads.

## TRUCK OPERATIONS

The operation characteristics of trucks and truck combinations on main rural roads are summarized for the several regions in the United States on page 24. These vehicles hauled about 11 percent more ton-mileage of freight in 1953 than in 1952 while the increase over 1941 was almost 150 percent. The vehicle-mileage of travel by all types of freight-carrying vehicles increased about 4 percent; the percentage of such vehicles that were loaded increased about 2 percent, and the average carried load almost 5 percent; while the proportion of all such vehicles that were combinations increased about 7 percent.

The frequency of heavy gross loads, increased slightly in 1953 compared to the frequency in 1952. Loads of 30,000 pounds or more were about 6 percent more frequent, those of 40,000 pounds or more were about 7 percent more frequent, while those of 50,000 pounds or more were about 1 percent more frequent than in 1952.

The frequency of heavy axle loads, however, generally decreased for the fourth successive year. Axle loads of 18,000 pounds or more per 1,000 vehicles were 8 percent less in 1953 than in 1952, those of 20,000 pounds or more were 20 percent less frequent, and those of 22,000 pounds or more were 6 percent less frequent.

## TRAFFIC SPEED TRENDS

The average speed of vehicles on main rural highways in 1953 was 49.7 miles per hour, the highest average speed yet recorded but only slightly more than that for 1952. The average speed in 1952 was 49.6 miles per hour. Twenty six States reported the results of 557 speed studies. Sixteen of the 25 reporting for both 1952 and 1953 experienced a decrease in speed. Passenger cars showed higher average speeds in 1953 than 1952, but the average speed of trucks and buses was slightly lower.

Speeds in excess of 50 miles per hour were observed for 53 percent of the passenger cars, 24 percent of the trucks, and 59 percent of the buses. Sixteen percent of the passenger cars traveled over 60 miles per hour.

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS - 1953<sup>1/</sup>

CLASSIFICATION	EASTERN REGIONS 2/					CENTRAL REGIONS 2/					WESTERN REGIONS 2/				AVERAGE ALL REGIONS	TOTAL ALL REGIONS	
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	REGIONAL AVERAGE	REGIONAL TOTAL	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	REGIONAL AVERAGE	REGIONAL TOTAL	MOUNTAIN	PACIFIC	REGIONAL AVERAGE			REGIONAL TOTAL
18,000 pounds or more 20,000 pounds or more 22,000 pounds or more	161	137	104	124	FREQUENCY OF HEAVY AXLE LOADS 3/	67	39	29	12	44	FREQUENCY OF HEAVY LOADS 3/	14	1	1	REGIONAL TOTAL	TOTAL ALL REGIONS	
	93	68	44	58		11	6	3	7	8		0	1	4			
	46	37	15	26		2	2	0	2	1		2	1	1			
30,000 pounds or more 40,000 pounds or more 50,000 pounds or more	165	198	200	196	FREQUENCY OF HEAVY LOADS 3/	259	129	197	135	188	183	210	211	REGIONAL TOTAL	TOTAL ALL REGIONS		
	98	112	125	117		178	96	131	83	120	128	181	159				
	53	34	57	46		95	11	76	40	61	100	130	118				
All trucks and combinations Single-unit trucks Truck combinations	1,504	5,491	7,371	7,371	TRAVEL IN VEHICLE-MILES, LOADED AND EMPTY 4/	7,709	4,167	5,001	6,608	23,485	3,224	4,558	62.9	REGIONAL TOTAL	TOTAL ALL REGIONS		
	1,084	3,442	5,125	4,771		4,297	3,174	3,316	4,980	15,767	2,411	3,128	57.2				
	420	2,049	2,246	2,600		3,412	993	1,685	1,628	7,718	813	1,430	77.0				
All trucks and combinations Single-unit trucks Truck combinations	58.3	55.7	52.2	54.2	PERCENT CARRYING LOADS	61.0	44.9	59.6	44.0	53.1	52.9	70.0	62.9	REGIONAL TOTAL	TOTAL ALL REGIONS		
	55.8	49.0	44.7	47.5		54.4	39.8	55.8	37.6	46.4	46.4	65.5	57.2				
	64.7	67.0	69.3	67.9		69.3	61.2	67.1	61.7	66.6	72.2	74.8	77.0				
All trucks and combinations Single-unit trucks Truck combinations	4.77	5.83	6.23	5.91	AVERAGE CARRIED LOADS IN TONS	6.33	5.02	5.27	4.83	5.83	6.65	6.46	6.46	REGIONAL TOTAL	TOTAL ALL REGIONS		
	2.22	2.62	2.37	2.44		2.33	2.71	2.08	2.33	2.33	2.43	2.20	2.28				
	10.44	9.78	11.91	10.49		10.10	9.82	10.48	9.44	10.09	14.70	13.84	14.13				
All trucks and combinations Single-unit trucks Truck combinations	4.186	17.843	23.072	5.91	CARRIED LOADS IN TON-MILES 5/	29,776	9,493	15,379	14,053	5.83	11,448	20,286	6.46	REGIONAL TOTAL	TOTAL ALL REGIONS		
	1,368	4,413	5,434	2.44		5,440	3,420	4,848	4,174	2.33	2,717	4,511	2.28				
	2,838	13,430	18,538	10.49		24,336	5,973	11,531	9,879	10.09	8,631	15,785	14.13				

1/

2/

3/

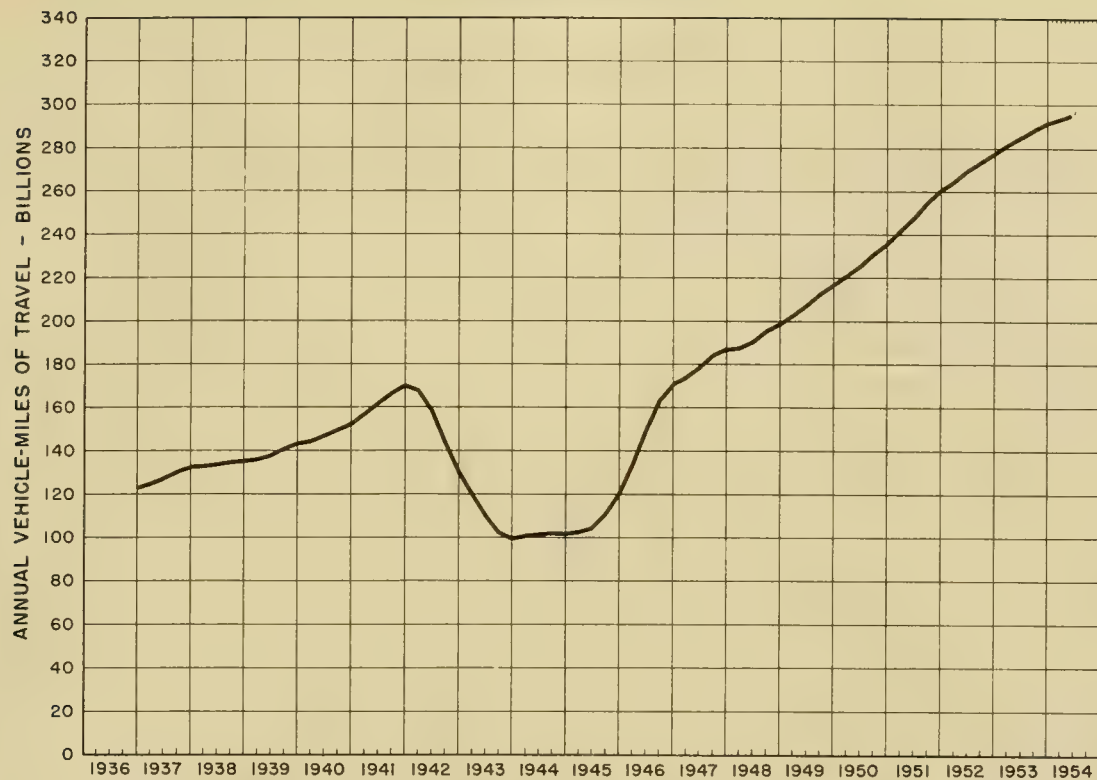
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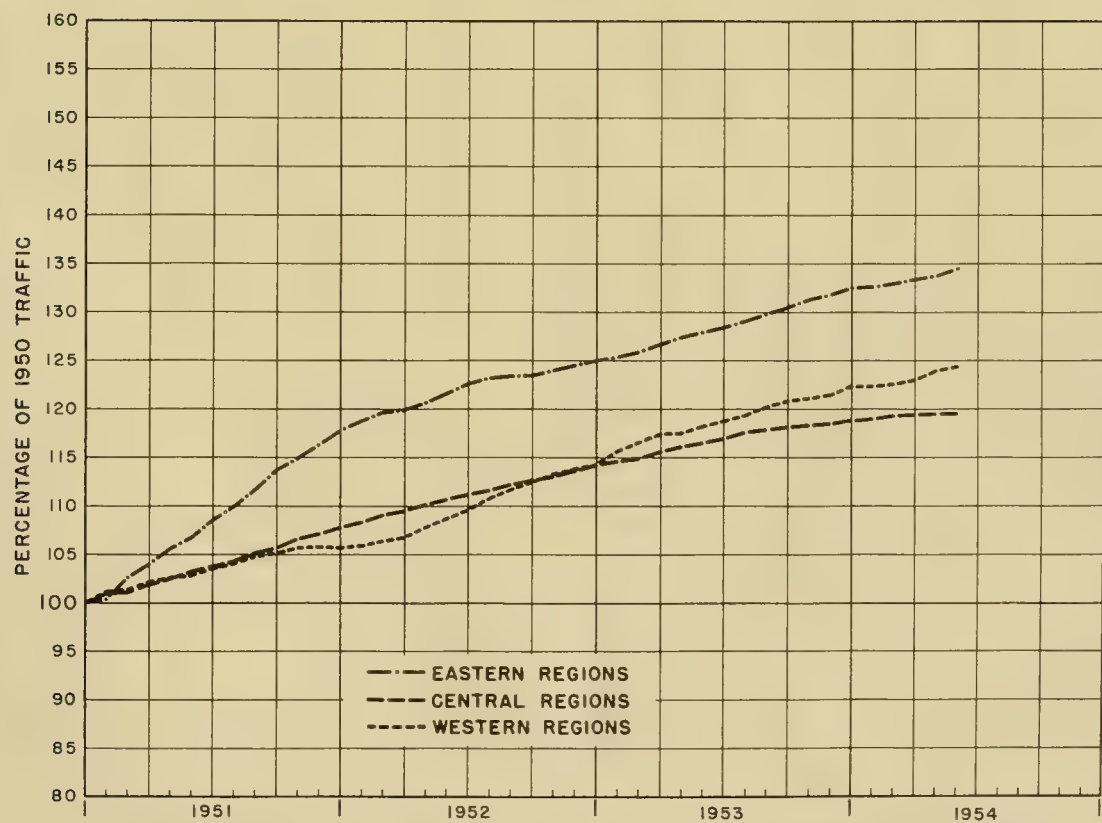
Main rural roads consist of approximately 378,000 miles of roads of primary importance in the State highway system.  
Regions are those established by the U.S. Bureau of the Census.  
Number per 1,000 vehicles, loaded and empty trucks and combinations.  
Data given are in millions of vehicle-miles.  
Data given are in millions of ton-miles.

<sup>1/</sup> Main rural roads consist of approximately 175,000 miles of roads of primary importance in the State highway system.<sup>2/</sup> Regions are those established by the U.S. Bureau of the Census.<sup>3/</sup> Number per 1,000 vehicles, loaded and empty trucks and combinations.<sup>4/</sup> Data given are in millions of vehicle-miles.<sup>5/</sup> Data given are in millions of ton-miles.



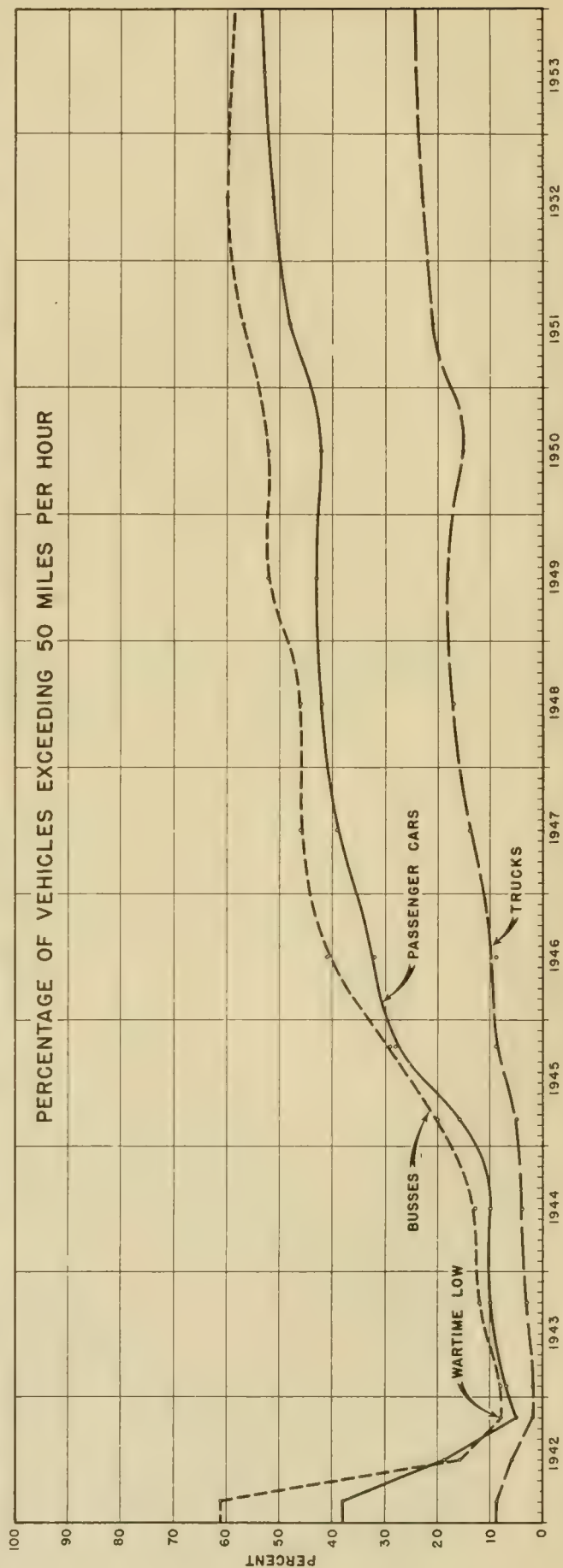
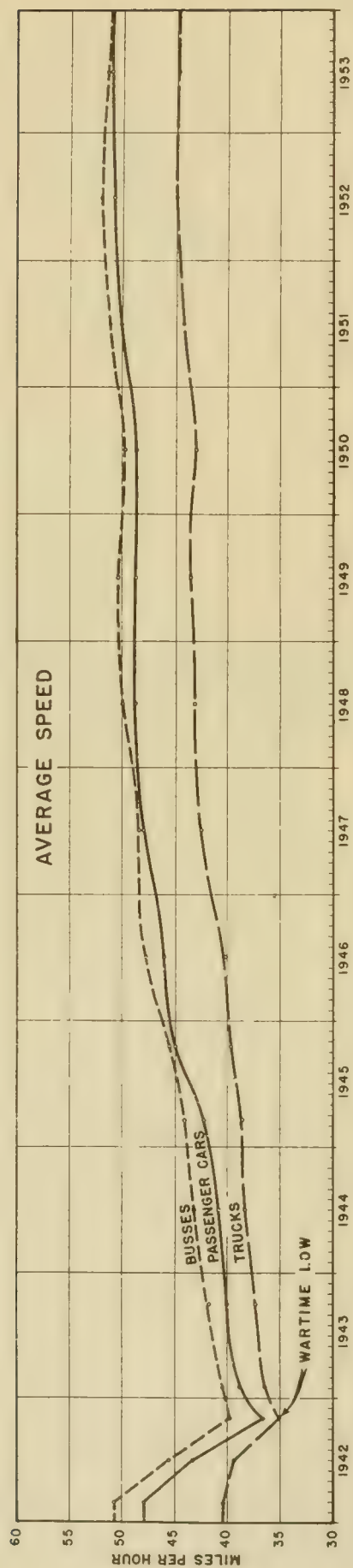


TRAVEL ON ALL RURAL ROADS BY 12-MONTH PERIODS  
ENDING EACH MONTH, IN VEHICLE-MILES



TRAVEL ON ALL RURAL ROADS BY 12-MONTH PERIODS  
ENDING EACH MONTH, AS A PERCENTAGE OF TRAFFIC  
IN THE CALENDAR YEAR 1950

## SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE





## HIGHWAY TAXATION

A highway-user tax is defined as a special tax or fee (other than a toll for use of a specific facility) paid by motor-vehicle users because of their use of the highways. These taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor-carriers. This group of taxes is in addition to, and does not include, property, sales, or other taxes paid by the public.

The proceeds of special imposts on highway users are the principal source of State revenue for highways. They accounted for over \$3.4 billion of gross revenue in 1953. This was an increase of 11 percent over 1952 collections, and 136 percent over the prewar high of 1941, but only a 20-percent increase in terms of 1941 dollars. Only about half of this revenue was allotted for State highway improvements and maintenance. The remainder was allocated for general administration and other State highway purposes, for local roads and streets, for nonhighway purposes, and for costs of collecting the highway-user taxes. The distribution of net receipts (after deduction of collection costs) was as follows:

	<u>millions</u>
For State highway construction . . . . .	\$1,118
For State highway maintenance and administration . . . . .	714
For all other State highway purposes .	270
For local roads and streets . . . . .	896
For nonhighway purposes . . . . .	294

Approximately 9 percent of net receipts from road-user tax revenue was allocated for nonhighway purposes. Substantial use of road-user taxes for nonhighway purposes was concentrated in a very few States, and reallocation of all road-user revenues not now applied to highways would not have broad effect.

Disposition of the motor-fuel tax is reported in table G-3, that of motor-vehicle registration fees in table MV-3, and that of motor-carrier taxes in table MC-2. The purpose of these tables and of table DF, which is a summary of them, is to follow the proceeds of the individual highway-user taxes to their eventual allocation for specific purposes. The funds allocated for various purposes as shown on these four tables are in agreement with the highway-user revenues as reported in the State highway finance (SF) tables.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to particular highway purposes. A number of States, however, place all highway-user revenues in a

general highway fund, and a few have a general State fund into which go many types of revenues, including that from highway users, for general purposes. For the latter group of States, each appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle registration fees, and motor-carrier taxes in proportion to the revenue received from each of these sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for other nonhighway purposes. In a few of these States, there have been general-fund appropriations for highway purposes. In the Bureau of Public Roads analyses, such appropriations have been offset against the non-highway allocations of highway-user revenues.

To supplement the tables showing the amounts of motor-fuel taxes distributed, table G-106 gives the legal or administrative provisions for allocating these revenues. A similar table, MV-106, includes the legislative provisions for the allocation of both motor-vehicle registration fees and motor-carrier taxes.

### FEDERAL EXCISE TAXES

Federal excise taxes on motor vehicles, motor fuel, and other products closely associated with the use of motor vehicles are considered to be general excises, and have no legal connection with Federal aid for highways. A large amount of revenue is collected from these taxes. The fact that it is derived primarily from highway users has made it a subject of close study by those interested in highway finance.

The total revenues from the Federal excise taxes on motor fuel and lubricating oil, and the estimated portions paid by highway users, are given in table E-5. Total revenues from the Federal excise taxes on motor vehicles, tires, tubes, and accessories, and the estimated portions paid by highway users, are given in table E-6. The amounts of these Federal excise revenues estimated to have been contributed in the final instance by highway users in each State are shown in tables E-7 and E-8. These estimated payments differ considerably from the actual collections in the various States by the Bureau of Internal Revenue, since the taxes on all of the automotive products except diesel fuel are collected in the first instance at the point of manufacture or production. The diesel tax is applied to the fuel that is placed in the supply tanks of highway vehicles. The Federal excise tax rates, together with their history, are given in table E-101.





# DISPOSITION OF STATE MOTOR-VEHICLE RECEIPTS-1953

Compiled for Calendar Year  
from Reports of State Authorities

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR	ADJUST- MENTS DUE TO UNDE- R- TRIBUTED FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRI- BUTION ETC.	FOR ADMINIS- TRATION LAW EN- FORCE- MENT, ETC.	NET FUNDS DIS- TRIB- UTED ETC.	FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS <sup>4/</sup>				FOR NONHIGHWAY PURPOSES <sup>5/</sup>			
						CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION	STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	COUNTY AND LOCAL ROADS <sup>3/</sup>	CITY STREETS	SERVICE OF OBLIGA- TIONS LOCAL ROADS	TOTAL	FROM DRIVERS LICENSE FEES, FINES, ETC.	FROM MOTOR- VEHICLE REGIS- TRATION FEES	COUNTY AND LOCAL GENERAL FUNDS <sup>6/</sup>	EDUCA- TION, AND HIGH- WAY DEPT., MISCEL- LANEOUS	TOTAL
Alabama	9,478	-	9,491	1,401	8,090	1,076	2,964	972	5,013	1,564	-	3,077	-	-	-	-	1,000 Dollars
Arizona	4,859	-6	10,456	952	3,901	3,643	247	-	3,890	11	-	11	-	-	-	-	-
Arkansas	14,456	-	14,456	14,456	130,442	5,878	556	1,866	8,420	1,187	-	1,299	423	2	-	67,746	1,000 Dollars
California	143,068	1,540	144,608	14,586	130,442	35,558	94	2,685	52,416	196	-	10,240	-	-	-	-	-
Colorado	6,554	7	6,561	1,751	4,810	2,862	-	245	2,907	-	-	2,303	-	-	-	-	-
Connecticut	13,076	6	13,082	2,107	10,975	7,812	218	455	8,347	446	-	2,586	-	-	-	-	-
Delaware <sup>8/</sup>	2,569	-	2,569	2,547	26,422	756	-	-	1,429	3	-	3	-	-	-	-	-
Florida	30,566	-3	30,569	700	5,707	3,622	233	-	3,882	-	-	1,825	-	-	-	-	-
Georgia	6,409	-2	6,407	700	5,707	3,622	233	27	3,882	-	-	1,825	-	-	-	-	-
Iowa	5,056	-10	5,046	366	4,680	2,893	390	-	3,882	36	-	1,397	-	-	-	-	-
Illinois	5,588	2,692	71,105	5,588	65,517	46,002	4,826	8,290	59,125	561	-	6,223	169	-	-	-	-
Indiana	28,568	1,062	29,630	2,656	26,974	13,738	761	-	14,505	3,944	-	12,469	-	-	-	-	-
Iowa	35,660	-31,600	32,060	1,591	30,469	12,711	-	-	13,764	2,577	-	16,705	-	-	-	-	-
Kansas	13,830	93	13,923	1,701	12,222	10,586	-	323	10,909	6	-	1,313	-	-	-	-	-
Kentucky	15,579	36	15,615	1,805	13,810	10,617	-	-	11,324	2,486	-	2,486	-	-	-	-	-
Louisiana	9,837	-85	9,752	1,516	8,236	6,267	537	474	7,278	-	-	958	-	-	-	-	-
Maine	7,326	28	7,354	472	6,882	5,609	-	-	6,351	66	-	531	-	-	-	-	-
Maryland	23,045	-1	23,044	1,557	21,487	11,454	3,056	2,006	16,516	3,102	-	4,971	-	-	-	-	-
Massachusetts	21,607	-279	21,328	4,051	17,277	10,489	477	2,901	18,181	775	-	2,290	-	-	-	-	-
Michigan	55,172	1,230	56,402	3,795	52,607	22,056	978	1,452	28,686	9,339	-	27,981	-	-	-	-	-
Minnesota	28,442	1,174	29,616	1,778	27,838	26,856	-	822	27,678	-	-	6,434	160	-	-	-	-
Mississippi	8,560	-37	8,523	834	7,689	21,071	-	-	1,255	-	-	6,434	-	-	-	-	-
Missouri	26,281	-154	26,127	2,468	23,659	21,971	904	1,729	23,704	11	-	2,834	-	-	-	-	-
Montana	5,685	102	5,787	369	5,418	1,897	670	-	2,584	69	-	2,653	-	-	-	-	-
Nebraska	8,282	-605	7,677	688	7,089	2,981	-	-	2,977	316	-	4,027	-	-	-	-	-
Nevada	1,600	2	1,602	256	1,346	701	-	35	1,381	4	-	512	-	-	-	-	-
New Hampshire	5,103	-38	5,065	1,357	4,308	1,572	-	472	4,196	511	-	4,094	-	-	-	-	-
New Jersey <sup>8/</sup>	49,884	-52	49,832	49,772	43,181	11,572	653	1,143	23,784	3,057	-	7,989	-	-	-	-	-
New Mexico	6,416	-210	6,206	584	5,622	2,385	-	-	2,946	-	-	2,384	-	-	-	-	-
New York <sup>8/</sup>	98,166	175	98,341	7,366	90,975	23,507	561	5,942	36,067	19,414	-	19,414	155	137	-	-	-
North Carolina	26,947	240	27,187	2,808	24,379	22,697	1,556	309	24,162	3,011	-	3,011	-	-	-	-	-
North Dakota	6,974	-10	6,964	317	6,647	3,089	-	-	3,636	-	-	3,011	-	-	-	-	-
Ohio	67,718	-697	67,021	3,457	63,564	15,337	-	-	22,650	9,457	-	40,914	-	-	-	-	-
Oklahoma	25,695	884	26,579	939	25,640	4,226	-	-	6,936	1,965	-	7,862	-	-	-	-	-
Oregon	12,373	-69	12,304	1,966	10,338	6,317	274	424	10,762	1,019	-	3,066	-	-	-	-	-
Pennsylvania	68,460	-	68,460	5,210	63,250	51,666	23	1,706	57,847	1,464	-	5,403	-	-	-	-	-
Rhode Island <sup>8/</sup>	5,409	-	5,409	553	4,856	2,392	174	220	2,815	87	-	136	343	-	-	-	-
South Carolina	6,956	-101	6,855	953	5,902	4,181	201	1,491	5,902	497	-	4,186	-	-	-	-	-
South Dakota	5,162	-22	5,140	1,000	4,140	694	-	-	914	-	-	1,813	-	-	-	-	-
Tennessee	16,587	-92	16,495	1,890	15,605	8,953	2,106	-	11,127	193	-	1,813	-	-	-	-	-
Texas	84,728	2	84,730	7,086	77,644	51,794	-	-	53,985	-	-	21,539	-	-	-	-	-
Utah	3,250	-57	3,193	3,152	2,839	2,809	213	-	3,042	971	-	2,069	-	-	-	-	-
Vermont	2,208	29	2,237	2,208	2,029	2,029	110	155	2,139	158	-	1,605	-	-	-	-	-
Virginia	16,243	-4	16,243	2,694	13,549	11,116	-	-	13,228	321	-	1,321	-	-	-	-	-
Washington	26,149	-2,333	23,816	1,807	22,009	10,901	386	67	11,416	8	-	132	-	-	-	-	-
West Virginia	16,054	-	16,054	1,767	14,287	10,602	61	4,624	15,287	3,416	-	10,462	-	-	-	-	-
Wisconsin	29,332	-	29,332	2,082	27,250	13,911	532	270	14,648	1,807	-	1,807	-	-	-	-	-
Wyoming	1,756	-2	1,754	177	1,577	1,213	96	-	1,579	-	-	1,807	-	-	-	-	-
Dist. of Col.	4,407	-883	3,524	749	2,775	-	-	-	-	-	-	-	-	-	-	-	-
Total	1,179,201	-56	1,179,145	104,538	1,074,607	534,339	7,556	41,764	650,115	47,512	-	246,733	10,461	75,413	71,750	20,135	171,759

<sup>1/</sup> Collection expenses in many States include service charges deducted by county and local collectors. See Tables SP-9 and 10 for details of amounts included in this column. Amount shown for New Hampshire and North Carolina includes \$21,000 and \$37,000 respectively for administration of motor-vehicle tax laws; for New Jersey, Utah, and Vermont, an unsegregated allocation for administering motor-carrier tax laws.

<sup>2/</sup> Motor-vehicle revenues are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata motor-vehicle revenue portion of the amounts distributed from the common fund.

<sup>3/</sup> Allowments for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$116,000, Delaware (amount not segregated), North Carolina \$8,335,000, West Virginia \$3,450,000.

<sup>4/</sup> In many States, the funds under "county and other local roads" may ultimately have been used in part for city, street, or other obligations for local roads. Funds allocated for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

<sup>5/</sup> The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the Hayden-Carwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For Table MW-3, gross nonhighway allocations of motor-vehicle revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Calif. \$3,252,000, Conn. \$332,000, Ill. \$973,000, Iowa \$2,389,000, Mich. \$1,950,000, Minn. \$118,000, Miss. \$1,475,000, Mont. \$657,000, Neb. \$1,115,000, N. Mex. \$561,000, Okla. \$6,654,000, Tenn. \$2,613,000, Texas \$15,000,000, Wash. \$4,350,000.

<sup>6/</sup> Allocations to county or other local general funds may have been used in part for highways, but such amounts were not reported.

<sup>7/</sup> The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington (see Table MW-2, Footnote 6) and registration fees in Wisconsin were in lieu of personal property taxes imposed upon motor vehicles.

<sup>8/</sup> In Utah, New Jersey, and Rhode Island, motor-vehicle revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

<sup>9/</sup> For parkways and boulevards in Massachusetts and New York.

TABLE MC-2, 1953  
ISSUED OCTOBER 1954

## DISPOSITION OF STATE MOTOR-CARRIER TAX RECEIPTS-1953

Compiled for Calendar Year  
From Reports of State Authorities

STATE	NET TOTAL REVENUE OF CALENDAR YEAR	AMOUNT DUE TO UNLIM- ITED BALANCE, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRI- BUTION	FOR COLLEC- TION AND ADMINIS- TRATION OF MOTOR- CARRIER TAXES	FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS				FOR NONHIGHWAY PURPOSES			
					CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION	STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS	CITY STREETS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND	COUNTY AND OTHER LOCAL GENERAL FUND	OTHER	TOTAL
					STATE HIGHWAY SYSTEMS AND OTHER STATE ROADS											
Alabama	1,236	77	1,313	172	900	128	-	2,010	37	23	-	290	-	-	-	-
Arizona	2,180	-14	2,166	186	1,882	-	-	2,068	-	-	-	-	-	-	-	-
Arkansas	15,405	2,433	17,838	2,630	15,207	-	-	15,207	12	-	-	12	-	-	-	-
California	3,130	-	3,130	297	1,793	-	1,33	1,430	1,405	-	-	1,405	68	-	-	68
Connecticut	686	-	686	160	189	-	-	189	104	-	-	379	-	-	-	-
Delaware	686	-	686	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	177	-5	172	172	30	2	-	34	16	-	-	16	-	-	-	-
Georgia	191	-	191	13	107	15	-	122	30	21	-	51	-	-	-	-
Idaho	486	-2	484	174	117	7	-	181	73	33	-	106	-	-	-	-
Illinois	209	14	203	66	70	17	-	153	86	16	-	100	-	-	-	-
Iowa	3,307	-2	3,305	311	2,476	966	40	2,314	101	1	-	102	-	-	-	-
Kansas	1,684	5	1,689	365	1,155	77	-	1,232	118	-	-	112	-	-	-	-
Kentucky	69	-	69	69	-	-	-	-	-	-	-	-	-	-	-	-
Louisiana	116	-2	114	47	55	3	4	62	4	1	-	5	-	-	-	-
Maine	30	-	30	30	13	-	-	30	-	-	-	-	-	-	-	-
Maryland	238	-	238	55	436	-	-	466	368	104	-	572	-	-	-	-
Massachusetts	1,313	10	1,323	305	-	-	-	-	-	-	-	-	-	-	-	-
Michigan	94	-	94	94	-	-	-	-	-	-	-	-	-	-	-	-
Minnesota	105	-	105	171	124	5	10	139	130	-	-	-	-	-	-	-
Mississippi	310	-	310	98	-	153	-	153	-	-	-	-	-	-	-	-
Missouri	251	-	251	251	-	-	-	-	-	-	-	-	-	-	-	-
Montana	195	-	195	81	70	40	-	110	1	1	-	2	-	-	-	-
Nebraska	1,522	-9	1,522	77	1,373	64	-	1,437	8	-	-	8	-	-	-	-
Nevada	36	-	36	7	28	1	3	36	2	-	-	3	-	-	-	-
New Hampshire	115	-	115	-	115	-	-	115	-	-	-	-	-	-	-	-
New Jersey	55	-	55	340	1,117	15	884	1,130	577	-	-	577	-	-	-	-
New Mexico	1,417	-	1,417	1,799	3,760	223	-	5,163	-	-	-	-	-	-	-	-
New York	47,353	-	47,353	5	444	-	-	444	-	-	-	-	-	-	-	-
North Carolina	304	124	308	61	244	3	-	247	240	75	-	275	-	-	-	-
North Dakota	1,737	-81	1,656	273	1,080	-	-	1,080	290	75	-	275	-	-	-	-
Ohio	235	-19	236	30	5,806	439	-	6,049	285	936	-	2,818	-	-	-	-
Oklahoma	10,504	-400	10,444	83	-	-	-	-	1,882	-	-	-	-	-	-	-
Pennsylvania	59	-	59	59	13	1	1	15	-	1	-	1	-	-	-	-
Rhode Island	677	-5	672	142	1,640	37	-	1,677	10	-	-	10	-	-	-	-
South Carolina	1,703	-3	1,700	63	-	-	-	-	191	-	-	191	-	-	-	-
South Dakota	276	-	276	65	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	360	-5	363	114	249	-	-	249	18	-	-	18	-	-	-	-
Texas	511	-	511	511	511	-	-	511	511	-	-	511	-	-	-	-
Utah	61	-	61	61	36	-	-	36	19	-	-	19	-	-	-	-
Vermont	2,004	45	2,009	238	1,276	242	-	1,518	-	37	-	37	-	-	-	-
Virginia	617	-	617	617	-	-	-	-	-	-	-	-	-	-	-	-
Washington	291	-	291	291	190	-	-	190	-	-	-	-	-	-	-	-
West Virginia	1,418	-	1,418	217	1,201	-	-	1,201	317	-	-	317	-	-	-	-
Wisconsin	1,705	53	1,758	272	1,445	71	-	1,516	-	153	-	470	-	-	-	-
Wyoming	505	-	505	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	70,899	2,850	73,489	11,404	62,065	723	1,534	66,740	6,047	1,704	432	8,283	6,265	641	136	7,042

1/ See Tables SF-9 and 10 for details of collection costs.

2/ Motor-carrier taxes are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata motor-carrier tax portions of the amounts distributed from the common fund.

3/ An allotment of \$50,000 for construction and maintenance of county roads under State control in Alabama is included with that for State highways.

4/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city, street or service of obligations for local roads. Funds allotted for city streets forming urban extensions of highway systems are included in allotments for State highway purposes.

5/ The amounts shown do not necessarily constitute diversion from highway use requiring a penalty under the terms of the Hayden-Cartright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1954. For Table MC-2, gross nonhighway allocations of motor-carrier revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Iowa, \$17,000; Mont., \$153,000; Nebraska \$39,000; S. Dak., \$7,000; Tenn., \$191,000.

6/ Allotments to county or other local general funds may have been used in part for highways, but such amounts were not reported. The Wisconsin allocation was in lieu of personal property tax formerly imposed on motor vehicles.

7/ No special taxes on motor carriers were reported.

8/ In New Jersey, New York, and Rhode Island, motor-carrier revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.



## DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS-1953

Compiled for Calendar Year  
from Reports of State Authorities

## Highway Taxation

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO UNDE- R- BALANCES, FUNDS IN TRANSIT, ETC.	FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS 3/				STATE GENERAL FUND				EDUCA- TION, NONHIGH- WAY DEPT. AND MISCELLANEOUS	
			CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION		STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND LOCAL ROADS 2/	CITY STREETS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	FROM OPERATIONS AND MISCEL- LANEOUS FEES	FROM MOTOR- FUEL, REGISTRA- TION, AND CARLEN TAXES	COUNTY AND OTHER GENERAL FUNDS 3/		
			NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO UNDE- R- BALANCES, FUNDS IN TRANSIT, ETC.												
Alabama	53,875	90	53,965	1,938	14,265	2,964	3,223	20,452	2,964	1,931	-	31,575	-	-	-	1,000
Arizona	22,943	-120	22,823	1,361	15,353	1,042	2,157	16,395	1,042	1,540	-	17,729	-	-	-	-
Arkansas	39,104	1	39,105	402	38,703	675	9,175	2,685	3,154	375	-	7,729	538	786	-	1,324
California	337,431	28,332	365,763	17,743	348,020	54	14,179	2,685	70,004	27,337	-	97,401	-	-	67,746	6/ 67,746
Colorado	36,153	7	36,160	2,198	33,962	1,320	1,897	20,757	12,130	977	-	13,127	-	68	-	68
Connecticut	37,569	-6	37,563	2,387	35,176	101	3,631	26,441	7,026	1,669	-	8,695	-	2,657	-	2,657
Delaware 1/	8,245	-79	8,166	419	7,747	275	1,293	5,159	(2/)	10	-	10	-	26,210	13	-
Florida	105,065	-	105,065	3,050	102,015	-	1,293	60,052	4,586	-	-	12,711	2,950	-	-	29,173
Georgia	62,598	-2	62,596	1,085	61,511	-	2,517	41,846	19,665	-	-	19,665	-	-	-	-
Iaho	17,132	26	17,158	438	16,720	-	1,605	11,645	4,876	199	-	5,075	-	-	-	-
Illinois	130,740	3,229	134,269	6,273	128,000	16	4,856	98,612	32,402	39,594	-	77,940	462	-	-	1,062
Indiana	82,063	-1,461	80,597	3,040	77,547	-	2,157	41,139	24,178	11,196	-	35,384	1,044	-	-	-
Iowa	71,697	-3,593	68,104	2,000	66,104	-	1,193	30,501	30,358	5,435	-	35,793	-	160	-	160
Kansas	48,272	74	48,346	3,307	45,039	-	1,966	34,777	7,758	2,344	-	12,102	-	-	-	-
Kentucky	63,262	470	63,732	2,420	61,312	-	3,427	54,858	8,934	1,394	-	6,454	-	-	-	-
Louisiana	53,586	-248	53,338	2,095	51,243	-	1,769	40,595	8,934	1,394	-	10,685	-	-	-	-
Maine	22,634	26	22,660	560	22,100	-	877	20,396	14,993	211	-	1,704	-	-	-	-
Maryland	57,537	-76	57,461	1,598	55,863	-	3,087	33,458	8,431	13,090	-	28,421	-	-	-	-
Massachusetts	143,645	-2,498	141,147	4,584	136,563	8/ 3,683	1,536	71,703	3,017	421	-	73,263	-	983	-	983
Michigan	143,645	1,240	144,885	4,584	140,301	160	1,536	65,603	13,627	25,130	-	13,627	160	-	-	160
Minnesota	70,079	240	70,319	2,210	68,109	-	1,632	21,705	19,060	-	-	19,060	-	-	-	-
Mississippi	42,704	-37	42,667	1,902	40,765	-	1,255	14,417	28	69	-	14,417	-	-	-	-
Missouri	63,314	198	63,512	2,910	60,604	-	2,310	60,576	2,850	-	-	2,919	-	-	-	-
Montana	19,621	-1,215	18,406	563	17,843	-	895	14,924	2,850	-	-	2,919	-	-	-	-
Nebraska	34,235	-65	34,170	983	33,187	-	1,157	17,003	14,257	1,210	-	15,467	35	42	-	77
Nevada	7,577	-12	7,565	419	7,146	-	295	6,044	502	-	-	502	-	-	-	-
New Hampshire	92,669	-33	92,636	7,088	85,548	-	661	10,721	1,377	6,048	-	15,803	-	25,901	-	620
New Jersey 1/	24,475	-155	24,320	1,108	23,212	-	576	20,061	2,384	-	-	2,384	-	650	137	-
New York 1/	104,970	4,913	109,883	3,395	106,488	-	4,061	21,241	37,752	-	-	37,752	3,595	86,207	-	89,792
North Carolina	15,275	-68	15,207	586	14,621	-	3,963	12,108	10,118	5,244	-	15,244	2,428	-	-	2,029
Ohio	179,855	-6,947	172,908	167,798	5,110	-	7,468	85,196	55,311	27,261	-	82,572	-	-	-	-
Oklahoma	72,450	695	73,145	1,366	71,779	-	2,710	33,841	3,342	3,342	-	26,382	-	-	-	-
Oregon	53,266	-219	52,947	2,902	50,045	-	1,840	34,737	3,954	4,951	-	14,905	-	-	-	-
Pennsylvania	190,995	-	190,995	5,627	185,368	-	11,600	150,735	21,176	5,957	-	27,133	-	-	-	-
Rhode Island 1/	13,112	-106	12,906	611	12,295	-	4,061	7,249	126	225	-	351	343	4,565	-	4,908
South Carolina	17,686	13	17,699	1,187	16,512	-	1,351	11,876	5,544	497	-	5,544	606	-	530	-
South Dakota	78,970	-3,254	75,716	1,594	74,122	-	2,106	42,077	24,056	4,483	-	20,521	-	3,562	-	-
Tennessee	78,970	-3,254	75,716	1,594	74,122	-	2,106	42,077	24,056	4,483	-	20,521	-	3,562	-	-
Texas	197,174	-1,414	195,760	7,095	188,665	-	3,903	128,581	25,641	3,190	-	28,830	2,720	231	-	27,494
Utah	15,859	-24	15,835	400	15,435	-	700	12,956	1,318	771	-	2,289	-	-	-	30,445
Vermont	10,794	29	10,823	200	10,623	-	382	6,654	3,540	333	-	3,873	-	-	16	-
Virginia	74,299	78	74,377	3,140	71,237	-	6,948	68,663	2,647	1,661	-	2,308	-	306	-	306
Washington	74,503	-2,320	72,183	2,623	69,560	-	2,046	36,384	17,096	5,343	-	22,715	61	-	1,687	8,713
West Virginia	36,176	731	36,907	35,395	24,510	-	1,146	10,739	(2/)	8,395	-	25,763	-	-	-	-
Wisconsin	69,185	-	69,185	2,834	66,351	-	532	35,223	17,368	3,502	-	3,647	-	-	5,360	-
Wyoming	11,413	51	11,464	471	10,993	-	370	7,346	3,145	11,819	-	11,819	963	-	-	-
Dist. of Col.	14,921	-883	14,038	756	13,282	-	-	10,174	631,441	224,730	19,591	612,762	15,000	152,833	75,473	294,076
Total	3,409,210	15,380	3,424,590	128,974	3,295,616	1,815,122	153,217	2,101,774	631,441	224,730	19,591	612,762	15,000	152,833	75,473	294,076

1/ This table summarizes the receipts from motor-fuel taxes, motor-vehicle fees, and special imposts on motor carriers, which are recorded separately in Tables G-3, MV-3, and MC-2, respectively.

2/ Allowance for construction and maintenance of county roads under state control are included with those for state highways as follows: Alabama \$1,703,000, Delaware (amount not segregated), North Carolina \$28,612,000, Virginia \$24,840,000, West Virginia \$1,377,000.

3/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

4/ The amounts shown do not necessarily constitute diversion from highway use requiring a penalty under the terms of the Hayden-Carver-Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For Table MF, Gross allocations of highway-user revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Calif. \$3,252,000, Conn. \$332,000, Ill. \$973,000, Iowa \$4,400,000, Mich. \$1,950,000, Minn. \$118,000, Miss. \$147,000, Mont. \$810,000, Nebraska \$1,154,000, N. Mex. \$561,000, N. Dak. \$763,000, Okla. \$763,000, S. C. \$37,000, S. Dak. \$71,000, Tenn. \$71,000, Tex. \$1,000,000, Va. \$1,000,000, Wash. \$435,000.

5/ Allocations to county or other local general funds may have been used in part for highways, but such amounts were not reported.

6/ The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington (see Table MV-2, footnote 6), and registration fees in Wisconsin were in lieu of personal property taxes formerly imposed on motor vehicles.

7/ In Delaware, New Jersey, New York, and Rhode Island, highway-user revenues were placed in the State general fund, where they were made available for highways and other purposes as indicated herein.

8/ For parkways and boulevards in Massachusetts and New York.

1/ This table summarizes the receipts from motor-fuel taxes, motor-vehicle fees, and special imposts on motor carriers, which are recorded separately in Tables G-3, MV-3, and MV-2, respectively.

2/ Allowances for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$1,083,000; Delaware (amount not segregated); North Carolina \$28,612,000; Virginia \$24,809,000; West Virginia \$1,377,000.

3/ In many States, the funds under "county and other local roads" may ultimately have been used in part for city streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in amounts for State highways.

4/ The amounts shown in this table for construction of highways are for the calendar year 1953. Such amounts are shown in the light of the terms of the highway act of 1943. Such amounts are shown in the light of the terms of the highway act of 1943. Such amounts are shown in the light of the terms of the highway act of 1943.

5/ For highways and boulevards in Massachusetts and New York.

## PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Alabama	6 Cents	<p>In this column are given the names of the funds or accounts to which individual allocations of the motor-fuel tax receipts are credited and the agencies which control the expenditure of the amounts allocated.</p> <p>Department of Revenue Public Road and Bridge Fund Highway Sinking Fund Alabama Bridge Finance Corporation Alabama Bridge Corporation Alabama Bridge Department Public Road and Bridge Fund Cities and Towns  State County Aid Fund</p>	<p>Underline indicates a major allocation, subdivided on accounting lines.</p> <p>Amount Required 2 Cents</p> <p>Amount Required Amount Required The Residue 1 Cent</p> <p>Amount Required 467,555</p> <p>Amount Required</p>	<p>The objects of expenditure for which motor-fuel receipts are allocated are classified according to the following general scheme:</p> <ol style="list-style-type: none"> <li>1. Collection, administration, and refunds of the tax.</li> <li>2. Collection and administration of other highway-user imposts, i.e., tolls.</li> <li>3. Construction and maintenance of State highways (including bridges) and administration of State Highway Department.</li> <li>4. Support of State Highway Police.</li> <li>5. Debt service on State highway obligations.</li> <li>6. Indemnities payable to the one-half of counties for their contribution to cost of State highways.</li> <li>7. Construction and maintenance of State park, forest, and institutional roads.</li> <li>8. Construction and maintenance of county and local rural roads and debt obligations.</li> <li>9. Construction and maintenance of city streets and debt service on city obligations.</li> <li>10. Nonhighway purposes.</li> </ol>	<p>In some States the motor-fuel tax laws allocate specific amounts or proportions of the tax receipts to each of the major objects of expenditure for which the receipts can be used. Where this is the case the portions so allocated, with such explanatory remarks as are deemed proper, are indicated in this column. In many States, however, the motor-fuel tax receipts, together with the motor-vehicle revenue (i.e., proceeds of registration fees, operators' licenses, and allied imposts) and the motor-carrier tax receipts, are credited to a combined fund and the entire amount is available prior to the allocation or appropriation of the combined revenues.</p>
Alabama	6	<p>Department of Revenue Public Road and Bridge Fund Highway Sinking Fund Alabama Bridge Finance Corporation Alabama Bridge Corporation Alabama Bridge Department Public Road and Bridge Fund Cities and Towns  State County Aid Fund</p>	<p>Amount Required 2 Cents</p> <p>Amount Required Amount Required The Residue 1 Cent</p> <p>Amount Required 467,555</p> <p>Amount Required</p>	<p>Collection and administration of tax. Debt service on public road and bridge bonds issued by the various authorities—State highway and bridge bonds, 2nd, 3rd, and 4th issues.  Administration, construction, and maintenance of public roads and bridges.  Construction and maintenance of highways and streets.  To provide matching share applied for by the counties.</p>	<p>Charged monthly one-half of amount to State's part and one-half to Counties' part.</p> <p>Distribution of \$5,210 per month to the cities and towns incorporated as of January 1, 1943 is made semi-annually on basis of municipal population and assessed value.</p> <p>For construction of county roads not on State highway system. The annual amount required is one-third of the one-half credited to the State, less \$62,500 to the cities, of which the amount to each county is not to exceed in any event 1/67 part thereof. Any funds not matched by a county within a two-year period after the close of the fiscal year revert to the State's Public Road and Bridge Fund.</p> <p>Distributed equally among the sixty-seven counties.</p> <p>Distributed equally among the sixty-seven counties.</p> <p>To be matched by State funds, and expended according to provision governing county aid expenditures.</p>
Arizona	5	<p>Motor Vehicle Division, State Highway Department State Highway Fund Counties and Cities</p>	<p>Refunds of tax. Support of Motor Vehicle Division, including collection and administration of motor-fuel, motor-vehicle, and motor-carrier taxes; administration of State Highway Department; construction and maintenance of State highways; construction, improvement, and maintenance of county highways; retirement of and interest on county highway bonds. Improvement, construction, and maintenance of municipal streets and highways; administrative expenses connected therewith; retirement of future issues of bonds for such purposes.</p>	<p>This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues, and expenditures are made from combined revenues.</p> <p>Distributed to each county in proportion to sales of motor fuel; one-third of each county's share to incorporated cities within the county in proportion to their population. If there is no incorporated city or town in a county, the amount allocated thereto shall revert to county.</p>	<p>Distributed to each county in proportion to sales of motor fuel; one-third of each county's share to incorporated cities within the county in proportion to their population. If there is no incorporated city or town in a county, the amount allocated thereto shall revert to county.</p>
Arkansas	6.5	<p>State Apportionment Fund Commissioner of Revenue Counties  State Highway Fund Counties  Counties, Cities, Local Improvement Districts Counties</p>	<p>All 3 Percent Residue 77 Percent</p> <p>37.3 Percent \$10,250,000 70 Percent 30 Percent</p> <p>1/4 Cent per Gallon on Motor-Fuel Taxed \$2,200,000 \$150,000 \$1,000,000 \$1,000,000 \$2,000,000</p> <p>Amount Required \$2,400,000 \$2,000,000</p> <p>The Residue</p>	<p>For redistribution as shown below: Cost of general State government, including the cost of collection and administration of motor-fuel tax. Construction, maintenance, and administration of county roads.  Subject to expenditure or distribution as follows: For highway maintenance and debt service as follows: Current debt service and redemption of bonds. Maintenance. Construction and maintenance of county farm-to-market roads.  New road construction and maintenance of State highways. Construction and maintenance of local roads and streets. Construction and maintenance of State highways. Maintenance and construction of State highways. Construction and maintenance of county roads.</p>	<p>Three percent of gross collections is deducted each month prior to distribution.</p> <p>Lav provides for distribution among all counties in the following manner: "One-third on a population basis, based on the most recent Federal Census, one-third on a car license revenue basis, based on the amount received from each county for the previous year from motor-vehicle taxes, and one-third based on area of the various counties of the State."</p> <p>This is a common fund receiving motor-fuel and motor-vehicle revenues and expenditures are made from combined revenues. Of the first \$10,250,000, 70 percent (\$7,175,000) is all for debt and maintenance on State highways; 30 percent (\$3,075,000) is all for maintenance on State highways. Distributed to counties on the same basis as the 7.7 percent allocation.</p> <p>Distributed through county and municipal aid funds.</p> <p>Credited to County-Aid Fund for distribution to counties as follows: 50 Percent to be divided equally among the 75 counties, 25 percent on area basis, and 25 percent on population basis.</p>

Based on Information Obtained from State Authorities and on the Laws of the Several States

TABLE 8-106 (Sheet 1 of 12 Sheets)  
STATES AS OF JANUARY 1, 1953



PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106 (Sheet 2 of 12 Sheets)  
STATUS AS OF JANUARY 1, 1955

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
California	6 (Diesel Rate is 7 cents)	State Motor-Vehicle Fuel Fund	All Amount Required	Administrative expense of the Motor-Vehicle Tax Division of the State Board of Equalization and the Gas Tax Refund Division and Bureau of Highway Accounts and Reports of the State Controller's Office; Payment of refunds.	This Fund receives the net proceeds of the gasoline and diesel taxes, the transportation license tax (3 percent of gross motor-carrier receipts), and the balance in the Motor-Vehicle Fund after appropriations for the support of the Motor-Vehicle Department and Highway Patrol have been made. The total State registration of preceding calendar year bears to the registration in 1946, \$360,000 annually apportioned to 28 counties for snow removal and \$360,000 to 30 counties for storm damage and the balance to the counties in proportion to the number of fee-paid vehicles. 1. Each county receives \$1,667 monthly for engineering and administration; 2. Each county also receives monthly an equalization allotment of \$5,500; 3. The balance remaining is apportioned to the counties in the proportion that the registration of vehicles in each of the counties bears to the total State registration. Funds are distributed monthly, computed as follows: The number of miles of maintained county roads in each county shall be multiplied by \$2; from this amount the number of miles of the State Highway System shall be subtracted and the remainder of the balance is distributed on the basis of motor-vehicle registrations and the other half is distributed on basis of maintained mileage of county roads to those counties that have not already received, from the above \$5,400,000 plus \$500 per month per mile of maintained road, an equalization allotment of \$50 per month per mile of maintained road. Funds transferred to State Highway Fund and distributed to the cities on the basis of population. State highway money for construction are to be allocated 45 percent to northern counties and 55 percent to southern counties. Unrefunded portion of aviation use.
		Highway-Users Tax Fund	Residual	Acquisition of land for the construction, reconstruction, improvement, and maintenance of, public streets and highways.	
		Counties	\$5,400,000 per Year	Work on local roads.	
		Counties	1 Cent	Work on local roads.	
		Counties	3/8 Cent	The 3/8-cent apportionment is to be used "exclusively for construction expenditures on county primary road system" except amount necessary, when added to the receipts from 2nd and 3rd subdivisions of the one cent apportionment, to equal \$25 per mile per month.	
Colorado	6	Cities	5/8 Cent	Work on city streets not on State highway system; 3/5 for construction of major streets. All State highways in cities are maintained by the Division of Highways.	Refunds made by State Treasurer on voucher certified by the Department of Revenue are limited to 3 percent of the gross proceeds collected from the motor-fuel tax. This Fund receives the net revenue from the following sources: Excise tax on motor fuel; annual registration fees on drivers, motor vehicles, trailers and semi-trailers; and the balance of the motor-fuel tax. Funds transferred to State Highway Fund and distributed to the cities on the basis of population. State highway money for construction are to be allocated 45 percent to northern counties and 55 percent to southern counties. Unrefunded portion of aviation use.
		State Highway Fund	The Residue	Work on State highways.	
		Counties and Airport-Operating Cities	Tax on Aviation Use	Construction of airports.	
		State Treasurer	Amount Required	Refund of motor-fuel tax.	
		Department of Revenue, Administration Fund	Amount Required	Collection and refund expense of Motor-Fuel Division and expense of all inspectors.	
Connecticut	4	Highway Users Tax Fund	All Net Revenue	For distribution as follows: State Police expense.	This is a common fund receiving motor-fuel, motor-vehicle, motor-carrier, and other revenues for highway purposes. Expenditures are made from the fund for the following purposes: 1. Motor-vehicle registration in each county and 80 percent in proportion to the adjusted mileage of open and used rural roads in each county, excepting mileage of State highways. 2. Motor-vehicle registration in each city and incorporated town and urban motor-vehicle registration in each city and incorporated town and 20 percent in proportion to the mileage of open and used streets in each city and incorporated town, excepting the mileage of State highways. 3. License fees, motor-fuel taxes, and miscellaneous receipts from which the fund is divided on mileage basis: \$1,000 per mile for first 23 miles of improved roads in each town and then \$250 per mile for each additional mile of improved road. 4. Funds are distributed pro rata to the towns in the State, on the basis of the total mileage of unimproved highways in each town.
		State Police	Appropriation	State Police expense.	
		State Highway Fund	Remainder 65 Percent	State highway construction, maintenance, and administration; and debt service on State highway bonds and notes.	
		Counties	30 Percent	Construction, maintenance, and administration of the county highway system. Funds may also be used on State highways.	
		Cities and Incorporated Towns	5 Percent	Construction, maintenance, and administration of the city street systems. Funds may also be used on State highways.	

## PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on Information Obtained from State Authorities and on the Laws of the Several States

TABLE C-106 (Sheet 3 of 12 Sheets)  
STATUS AS OF JANUARY 1, 1953

STATE	TAX RATES PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PERCENT OF RECEIPTS	SUBJECT OF EXPENDITURE	REMARKS
Illinois	5	State Treasurer State General Fund	Amount Required Remainder	Refund of tax. Subject to appropriation for highway or other purposes.	Net revenues from motor-fuel tax go into the State General Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes are made from the State General Fund and may be considered as derived from motor-fuel tax and other highway-user revenues insofar as highway appropriations do not exceed such revenues.
Florida	7	State Road Department State Controller  State General Fund  State Road Department State Board of Administration	4 Cents 8 Cents 3 Percent 97 Percent Amount Required Residue of 2 Cents 50 Percent 20 Percent 1 Cent 3 Percent 21 Percent 60 Percent 20 Percent  All	Refund of motor-fuel tax.  Application to the cost of general State government, including the cost of motor-fuel tax collection and administration.  State highway construction and maintenance.  Payment of principal and interest and establishment of reserves for retirement of county road and bridge bonds issued prior to July 1931.  Construction of State-designated roads within the respective counties, or leased, purchased, or sold road or bridge in the respective counties.  Application to the cost of general State government, including cost of motor-fuel tax collection and administration.  Construction, maintenance, acquisition of rights-of-way, or payment of debt on State roads within the respective counties.  Use on roads within the respective counties.  Subject to appropriation for highway purposes.	Annual claims not to exceed \$500,000; excess of appropriation reduces each claim proportionately.  This transfer to the State General Fund from State special funds may be reduced at the discretion of the Governor.  Credited to the accounts of the 67 counties; 1/3 on the basis of area, 1/3 on population, and 1/3 on contributions each county made to State roads prior to July 1949.  This transfer may be reduced at the discretion of the Governor.  Allocated for expenditure in the 67 counties by same formula as 2-cent tax.
Georgia	6	State General Fund	All	Subject to appropriation for highway purposes.	Net revenues from motor-fuel tax go into the State General Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes are made from the State General Fund and may be considered as derived from motor-fuel tax and other highway-user revenues insofar as highway appropriations do not exceed such revenues.  Annual appropriation is \$9,317,013.
Iowa	6 (No Gallonage Tax on Special Fuels)	Motor Fuels Refund Fund, Motor Fuels Division, State Tax Collector  State Highway Fund, Department of Highways  Cities and Villages of 2,500 Population or Over Road and Bridge Funds in Each County  Department of Highways  State Aeronautics Fund	Amount Required Appropriation Amount Required Amount Required  Remainder  1.2 Percent 28.8 Percent  70.0 Percent 2.5 Percent Fuel Tax	Refund of motor-fuel tax. Construction, maintenance, and administration of highways. Construction and maintenance of county and local roads. Collection and administration expenses.  Refunds of motor-fuel tax.  Distributed or expended as follows:  Construction and maintenance of streets and alleys. Debt service on county highway bonds; construction and maintenance of State and county highways within county; to each highway district an amount proportional to district's share of motor-vehicle revenue of previous year, to be used for debt service on highway district bonds; road and bridge construction and maintenance. Construction, maintenance, and administration of State highways, including State highways in cities; collection and administration of motor-fuel tax. Promotion of aviation.	Net revenues from motor-fuel tax go into the State General Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes are made from the State General Fund and may be considered as derived from motor-fuel tax and other highway-user revenues insofar as highway appropriations do not exceed such revenues.  Annual appropriation is \$9,317,013.
Illinois	5	Motor Fuel Tax Fund  Department of Finance Division of Highways  Townships, Road Districts, or Township Districts  Road Fund, Division of Highways  Counties (having less than 500,000 population)  Counties (having more than 500,000 population - Cook County) Municipalities	Amount Required Amount Required Remainder 10 Percent 35 Percent  12 Percent 11 Percent 30 Percent	For expenditure or distribution as shown below:  Collection, administration, and refunds of motor-fuel tax. Administration of counties, cities, and townships' share of motor-fuel tax.  Township district roads in rural areas and payment of cost of engineering and administration reported thereon. Construction and maintenance or improvements on township, road district, or Federal-aid roads including motor-vehicle fuel projects, and Federal-aid highway and State highway beltline roads, including maintenance of said highway. Refund of county bonds issued for "superhighway" and State-aid roads, construction and maintenance of State-aid roads (subject to approval of Department of Public Works and Buildings) including urban extensions thereof, and maintenance and construction of Federal-aid secondary roads, and extensions of Federal-aid secondary roads. State-aid roads into park districts. Construction, maintenance, and administration of municipal, maintenance of streets and extensions outside of corporate limits and 25 percent of cost of nonmaterial streets (with approval of Department of Public Works and Buildings). Payment of indebtedness incurred for construction or maintenance of Federal-aid roads, including construction of traffic signals, street lighting systems, pedestrian subways, and other projects. May pay 50 percent of cost of Federal-aid highway system in urban areas.	All receipts are placed in Motor-Fuel Tax Fund, from which allocations to other funds are made.  Expenditures made by Department of Finance out of Motor-Fuel Tax Fund. Expenditures made by Division of Highways out of Motor-Fuel Tax Fund.  The townships' allotments are apportioned to the several townships in proportion to the mileage of secondary and feeder roads in each township. Allotment for Division of Highways is transferred to the Road Fund from which the expenditures are made.  Funds to counties are allocated in proportion to the amount of motor-vehicle registration fees received from their residents during the preceding year.  The municipalities' share is apportioned to the several municipalities in proportion to their population as determined by the last Federal Census.



PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE Q-106 (Sheet 4 of 12 Sheets)  
STATUS AS OF JANUARY 1, 1955

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT PROPORTION	CREDITS OF EXPENDITURE	REMARKS
Indiana	4	Department of State Revenue Motor Vehicle Highway Account Division of Public Safety Traffic Safety State Police Cities and Towns Counties State Highway Commission	Amount Required Remainder Amount Required \$18,500 Annually Amount Required 15 Percent 32 Percent The Residue	Collection, administration, and refunds of motor-fuel taxes. For distribution as shown below: Administering auto theft and driver's responsibility acts. Education and improvement of public safety and traffic management. Policing the highways of the State Streets and alleys, construction, maintenance, traffic signals and policing, street cleaning, purchase and repair of street and highway equipment. Construction and maintenance of county highways and bridges including conditions in incorporated towns. County to appropriate 60 percent of funds for operation of County Highway Department. State highway construction, maintenance, and administration.	This is a common fund receiving motor-fuel, motor-vehicle, and motor-vehicle license revenues; expenditures are made from the combined revenues. Funds received from the Motor Vehicle Highway Account are partly from insurance and assessments by the Public Service Commission. Fifty percent chargeable to Motor Vehicle Highway Account and fifty percent chargeable to State General Fund. It is the policy of the State that the population of all cities and towns at the last preceding U. S. Census. Distributed as follows: 5 percent equally among the 92 counties; 65 percent on the basis of the ratio of the actual miles, now traveled and to be traveled, to the total mileage of the State; 30 percent by the State Highway Commission and the County Highway Department; and 30 percent on basis of motor-vehicle registration. If the remainder is less than \$250,000 then the cities' portion for the following year is reduced by 15 percent of the difference and the counties' portion for the following year is reduced by 54 percent of such difference.
Iowa	5 (Diesel Rate 14 6 Cents)	Motor Vehicle Fuel Tax Fund State Road-User Tax Fund Secondary Road Construction Fund of Each County State Primary Road Fund, State Highway Commission State Farm-to-Market Road Fund State Construction Funds of the Incorporated Cities Special Primary Road Fund, State Highway Commission	Amount Required Remainder 4 Cents 35 Percent 42 Percent 15 Percent 6 Percent 1 Cent	Collection, administration, and refunds of motor-fuel tax. Distributed as shown below: County road construction. Debt service on obligations assumed by counties Debt service on State-assumed county obligations (primary road bonds), State highway construction, maintenance, and administration. Construction of farm-to-market roads. Construction, reconstruction, repair, and maintenance of roads and streets in incorporated cities. Construction of such primary roads as are presently surfaced with gravel or crushed stone only, on the basis of need.	This is a common fund receiving motor-fuel, motor-vehicle, motor-carrier, and other revenues; distribution is from combined revenues. Used occasionally for maintenance by transfer from this fund to Secondary Road Fund. Distributed 60 percent on area and 40 percent on equalization basis. Distributed in the proportion that the population of the city or town bears to the total population of the State. Effective from July 1, 1953 through June 30, 1955.
Kansas	5	Revenue Administration Fee Fund - Director of Revenue, State Highway Commission Motor Vehicle Fuel Tax Refund Fund Highway Fund - State Highway Commission State Highway Benefit District Fund - State Highway Commission County and Township Road Fund - State Highway Commission Highway Fund (Direct Expenditures) Highway Fund (Direct Expenditures) Highway Fund (Direct Expenditures) Special County Road and City Street Fund County Road and Bridge Fund City Streets and Alley Fund	2 Percent Annual Reimbursement 1/5 of Remainder \$1,700,000 per Year From Highway Fund \$3,600,000 per Year From Highway Fund 62 1/2 of Total Cost \$1,000 per Mile per Year The Residue 1/5 of Remainder \$3,700,000 The Residue	Costs of collection and administration of tax. Refunds of motor fuel tax. For expenditure or redistribution as shown above: Reimbursement of counties for cost of roads, improved through the medium of benefit districts, on locations which are not a part of the State highway system. Appropriated to counties for construction and maintenance of county and township roads and bridges. Appropriation to cities for the construction of city streets. Construction, improvement, reconstruction, and maintenance of the State highway system and administration of highway construction and improvement. Construction of county and township secondary roads. Construction and maintenance of city streets.	In addition to the motor-fuel tax, the Highway Fund receives the motor-vehicle license and 90 percent of motor-carrier tax collections less \$500,000 for expenses of the Highway Patrol, less designated allocations, and the excess from the Revenue Administration Fee Fund. Appropriation to counties: 40 percent equally and 60 percent on basis of population. County and township roads: 100 percent. This fund receives quarterly allocations to be used on township roads. This fund receives quarterly allocations. Counties allocate \$500 per mile annually for maintenance of connecting lines of the county highway system through cities of the 1st and 2nd classes. In lieu of allocation, State Highway Commission may maintain such streets in 3rd class cities, or in any other city with consent of governing body. Funds transferred quarterly to counties and cities by State Treasurer. Distributed in the proportion that the secondary road mileage in each county bears to the total secondary road mileage of the State. Distributed in the proportion that the population of each city bears to the total population of all cities in the State.
Kentucky	7	State Road Fund, State Highway Department	All Appropriation Appropriation 2 Cents The Residue	For expenditure as follows: Administration of gasoline tax, motor-vehicle registration tax, other motor-fuel taxes, motor-vehicle usage tax, and Motorists Financial Responsibility Act. Division of Rural Highways for construction and maintenance of county roads and bridges not accepted by State Highway Commissioner for maintenance. Construction, reconstruction, and maintenance of rural and secondary roads. Construction, maintenance, and administration of State highways, and support of State Highway Police.	All receipts are paid into the State Road Fund, which also receives motor-vehicle and motor-carrier taxes. The indicated expenditures are made from the combined revenues. \$5,000,000 appropriated and to be distributed among the several counties in the following manner: One-third to be divided equally among 120 counties; one-third divided on basis of ratio which the population of each county bears to the total population of the State; and one-third divided on basis of the ratio which the square mile area of the county bears to the total square mile area of the State. Any unexpended balances remaining to the credit of any county, carried forward to current year allocation of each county.

## PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

TABLE G-106 (Sheet 5 of 12 Sheets)  
STATUS AS OF JANUARY 1, 1955

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	COMMENTS OF EXPENDITURE	REMARKS
Louisiana	7	Department of Revenue  General Highway Fund, Operating Account Department of Highways - Special Bond Fund  General Highway Fund, Interest and Bond Redemption Account, State Highway Department Special Gasoline Tax Fund to Parishes  Lake Charles Harbor and Terminal District Board of Commissioners of Port of New Orleans - Gasoline Tax Account  General Highway Fund, Interest and Bond Redemption Account, State Highway Department	Amount Required  Residual 1/2 Cent 1 Cent  4 Cents 1 Cent  1/20 Cent 9/20 Cent Amount Required  The Residue  All	Collection and administration of tax.  Construction and maintenance of State highways and bridges.  Interest and principal payments on specific issues of bonds for State highways, the balance over the amounts pledged may be applied to the redemption of any bonds or other obligations issued hereunder which may be required prior to maturity or the excess may be transferred to the General Highway Fund.  Interest and principal payments on State Highway obligations. Excess transferred to General Highway Fund for construction and maintenance of State highways and bridges.  Maintenance of roads and bridges in the parishes and streets and bridges in the city of New Orleans. May also be used for drainage purposes in the parish of Concordia.  Debt service, with surplus to be used for current expenses of port.  Debt service and current operation of port.  Debt service on State highway obligations authorized (\$30,000,000) for construction and maintenance of roads and bridges on Federal-aid primary and urban highway system.	Not to exceed \$125,000 from 1-cent tax, \$125,000 from 2-cent tax and \$12,000 from 1-cent tax; total \$350,000. Entire amount of inspection fees which is approximately \$70,000 annually.  Proceeds of 7-cent tax are dedicated to the General Highway Fund, after withholding \$10,000 for collection and administration.  This 1-cent formerly went to the General Highway Fund.  Allocation to parishes and city of New Orleans on basis of collection of parish gasoline tax in each parish to total collections of all parishes in the State during the calendar year 1955.  To receive portion necessary to retire annual bond and interest after deducting from debt requirements the amounts received during the year from the Orleans Levee District and Public Belt Railroad Commission of New Orleans; also the further sum of \$500,000 is to be credited annually for current operating expenses.  If any, shall be credited to General Highway Interest and Bond Redemption Fund.  The General Highway Fund receives entire motor-fuel tax and motor-vehicle revenues. Allotments are appropriated for the fiscal year and transferred out of General Highway Fund and represent shares of combined motor-fuel tax and motor-vehicle revenue.
Maine	6	General Highway Fund, State Highway Department  Bureau of Taxation, Division of Gasoline Tax Motor Vehicle Department State Police Department State General Fund Trust Fund Aeronautical Fund Sea and Shore Fisheries Commission	Appropriation Appropriation Appropriation Appropriation Appropriation 4 Cents of 6-Cent Tax On Aviation Gasoline 8 Mills of 6-Cent Tax On Motor-Boat Gasoline  Amount Required  Residual 50 Percent 30 Percent 20 Percent  All	Debt service on State highway obligations, State and State-aid highway construction, administration, and refunds of motor-fuel and special fuels taxes. Collection, administration, and refunds of motor-fuel and special fuels taxes. Support of Highway Police. Accounting, auditing, purchasing and legal services rendered to the State. State's share of Employees Retirement Fund (Highway employees only). Promotion of aviation. Improvement of commercial fishing.  Collection, administration, and refunds of tax. Expenses of State Police, including retirement system.  Distributed for purposes given below. Provide sum not in excess of \$2,000,000 in any year to be used for maintenance and operation of State highway system; remainder is used for construction or reconstruction of projects on State highway system. Construction, reconstruction, and maintenance of streets and highways of the State. Maintenance of roads and bridges. Debt service on outstanding bonds issued for construction, reconstruction, or maintenance of roads and streets; remainder is used for construction, reconstruction, or maintenance of roads or streets or for debt service on bonds issued lawfully issued for such construction, reconstruction, or maintenance.  Debt service on outstanding bonds issued for construction, reconstruction, or maintenance of roads and streets; remainder is used for construction, reconstruction, or maintenance of roads or streets or for debt service on bonds issued lawfully issued for such construction, reconstruction, or maintenance.	2 cents refunded on aviation use. 5 cents refunded on motor boat use.  Paid from motor-fuel revenues only if motor-vehicle revenues are not sufficient to meet obligations.  Share to each county determined by the proportion which the total mileage of county roads in that county bears to the total mileage of all county roads in the State. The share of the county is to be used to construct and maintain streets receive a portion of the share of the county in which they lie. Such portion is determined by the proportion which the total mileage of surfaced streets in the municipality bears to the total mileage of county roads in such county. Mileage proportions are computed by the State Highway Commission and are revised annually. Funds are expended by the State Highway Commission and are not subject to the State Board of Finance. State Roads Commission retains the funds and maintains county roads in nine counties.  The Highway Fund receives both motor-fuel and motor-vehicle revenues. The appropriations noted in this table are from the combined revenues. Money for refunds furnished by State Treasurer on warrant.
Maryland	6	Gasoline Tax Division, State Comptroller Maryland State Police Gasoline Tax Fund State Roads Commission  Baltimore City  Counties and Municipalities (Other than Baltimore)	Amount Required  Residual 50 Percent 30 Percent 20 Percent  All	Collection and administration of tax. Refunds of motor-vehicle tax. Expenses of Motor-Vehicle Registry. Support of State Highway Police. Expenses of Motor-Vehicle Liability Insurance Division. Interest and principal on highway debt. Construction and maintenance of roads set on State highway system.  Improvement and maintenance of roads not on State highway system. Construction, maintenance, and repair; administration and miscellaneous expenses of State highways.	Funds are expended by the Division of Highways. County Commissioners may request construction or improvement of roads on the basis of public convenience and necessity. The request granted at the discretion of the Department of Public Works. Funds are expended by the Division of Highways. Expended under direction of Metropolitan District Commission.
Massachusetts	5	Highway Fund, Division of Highways, Department of Public Works Department of Corporations and Taxation Registry of Motor Vehicles State Police Salaries and Expenses Insurance Department State Treasurer Construction of Town and County Highways  Repair and Improvement of Public Ways Highway Commission Various Appropriation Accounts	Appropriation Amount Required Appropriation Appropriation Appropriation Appropriation Appropriation  The Residue	Collection and administration of tax. Refunds of motor-vehicle tax. Expenses of Motor-Vehicle Registry. Support of State Highway Police. Expenses of Motor-Vehicle Liability Insurance Division. Interest and principal on highway debt. Construction and maintenance of roads set on State highway system.  Improvement and maintenance of roads not on State highway system. Construction, maintenance, and repair; administration and miscellaneous expenses of State highways.	Funds are expended by the Division of Highways. County Commissioners may request construction or improvement of roads on the basis of public convenience and necessity. The request granted at the discretion of the Department of Public Works. Funds are expended by the Division of Highways. Expended under direction of Metropolitan District Commission.



## PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

TABLE Q-106 (Sheet 6 of 12 Sheets)  
STATUTES AS OF JANUARY 1, 1955

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	SUBJECTS OF EXPENDITURE	REMARKS
Michigan	4.5 (Diesel Rate is 5 Cents)	Motor Vehicle Highway Fund  Secretary of State  State Trunkline Fund  County Road Commissions	All  Appropriation Remainder 10 Percent Allocation The Residue  75 Percent of The Residue  25 Percent of The Residue	Collection, administration, and refunds of tax. Highway Needs Study. For State trunkline highways - for purposes in order of priority as follows: 1. Highway maintenance. 2. Highway construction. 3. Maintenance of State trunkline highways and bridges. Opening, widening, and improving State trunkline highways and bridges.  For county highways: Engineering (implied but not specified in Act, 51, P. A. 1951).  Maintenance, improvement, construction, acquisition, and extension of county primary road system and roadside parks and motor pathways appurtenant thereto.  Maintenance, improvement, construction, acquisition, and extension of county local road system and roadside parks and motor pathways appurtenant thereto.	The Motor Vehicle Highway Fund receives revenue from motor-vehicle and motor-carrier taxes in addition to that from motor-fuel taxes. The disposition indicated herein applies to the total revenue from all sources.  Not to exceed \$50,000.  Not less than 40 percent is to be used for widening, construction, improvement, and betterment of State trunkline highways within incorporated cities and villages.  \$5,000 to each county that employs full-time registered professional engineer for major portion of year, except that for period of 5 years after May 23, 1951, payment shall not be withheld because of the failure to employ said engineer. Divided among 83 counties as follows: 75 percent on basis of registered professional engineer per mile of county primary road system and 25 percent of mileage of county primary road system in each county; 15 percent divided equally among the counties. Up to May 23, 1956, 20 percent of the total amount returned in any year to the County Road Commission may be used, by a 3/5 vote of the Board of Supervisors, for the construction and improvement of county primary roads. The Act, 59, P. A. 1955, as amended. Not to exceed 10 percent of county local road funds may be used on the county primary system. Not to exceed an additional 15 percent of county local road funds may, in case of emergency or, with the approval of the State Highway Commissioner, be expended among the 83 counties as follows: 65 percent on basis of mileage in county local road system; 35 percent on basis of the total population outside of incorporated municipalities. Not to exceed 10 percent of county primary road funds may be used for the local road system. Not to exceed 10 percent of county local road funds may, in case of emergency or with the approval of the State Highway Commissioner, be used on the county local system.  Divided among incorporated cities and villages as follows: 50 percent on basis of population and 50 percent on basis of major roads; 25 percent of population and 25 percent of mileage of trunkline system; 25 percent of allocation for local street system may be used additionally for major street system in emergencies. Divided among incorporated cities and villages as follows: 60 percent on basis of population; 40 percent on basis of mileage of local street system. Not to exceed 20 percent of allocation for local street system may be used additionally for local street system in emergencies.
Minnesota	3 3	State Aeronautics Fund State Motorways Fund  Motor-Fuel Tax Suspense Account, Petroleum Division, Department of Taxation  Trunk Highway Fund, State Highway Department  State Road and Bridge Fund - Distributed to Counties	Tax on Aviation Use Tax on Marine Use  Amount Required  2/3 of Remainder  1/3 of Remainder \$75,000 Annually \$1,200,000 Annually The Residue	Development of aviation; improvement of aviation facilities. Development of harbors and channels; regulation and control of boating; State participation in certain Federal programs.  Refunds of motor-fuel tax.  Construction, maintenance, and administration of State trunk highway system, including municipal extension, and support of State Highway Patrol. For redistribution as shown below: Reimbursement of Trunk Highway Fund for the cost of maintaining a County Highway Division in the Department of Highways. Reimbursement of State Highway Department for the cost of maintaining a County Highway Division in the Department of Highways. Construction and maintenance of county-aid roads and bridges, and service of county highway debt.	Collection and operating expenses of the Petroleum Division are financed by direct appropriations from the State General Fund. Inspection fees, licenses, fines, and penalties are credited to the State General Fund. This fund also receives a portion of motor-vehicle revenues.  Funds distributed in the following manner: Each county receives not less than 3/4 of one percent and not more than 3 percent, depending on the mileage of county and town roads and the traffic needs and conditions of the respective counties. 25 percent of the funds apportioned to the counties is to be used for the construction and improvement of county roads and on bonds issued to match Federal-aid money. County may issue road and bridge warrants, payable within 10 years and out of gasoline tax revenue, wherein the assessed valuation of real property for tax purposes does not exceed \$5,500,000. Counties may apportion 2 percent to the municipalities for road improvement and 2 percent to the cities for debt service on municipal bridge construction bonds.
Mississippi	7 (Special Fuels Rate is 8 Cents)	Motor Vehicle Comptroller Account Motor Vehicle Comptroller Highway Road Sinking Fund  County Road Protection Fund, Coast Counties State Highway Department County Road Funds	Net 5-Cent Tax on Aviation Use  Amount Required 9/16 of Remainder Amount Required  1-3/4 Cents per Gall. Taxed in the 3 Counties of the Delta 2/16 of Remainder	Aviation purposes.  Collection, administration, and refunds of tax. For distribution and redistribution as follows: Debt service on State highway bonds. Debt service on sea-wall bonds; sea-wall construction and maintenance (as road protection measure in coast counties). Service of county road and road district obligations; construction and maintenance of roads and bridges in counties.	This allocation has priority over all others, but is deducted from the 9/16 State share. Returned to Hancock, Harrison, and Jackson Counties.  These funds also receive other highway-user revenues. Funds are distributed among the counties in the following manner: One-third on monthly registration, one-third on area, and one-third on population. \$150,000 is the maximum amount any county can receive annually.

## PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

TABLE G-106 (Sheet 7 of 12 Sheets)  
STATUS AS OF JANUARY 1, 1955

STATE	TAX EXCISE CALL ON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Missouri	3	State Highway Department Fund Specific Administrative Expenses Road Bond Interest and Sinking Fund State Road Fund	All Amount Required Amount Required The Residue	Allocated or paid out of this fund for the purposes indicated below: (1) Collection cost of highway-user imposts and refunds; (2) Expenses of Highway Commission and State Highway Department; (3) Workmen's compensation; (4) Highway Department share of employee retirement; (5) Administration and maintenance of State motor-vehicle law. Allocated for the following purposes: (1) Construction, reconstruction, and maintenance of State highways and bridges, including municipal extensions, and highways in tunnels, State parks, public areas, State institutions, etc. (2) Construction and maintenance of supplementary State highways and bridges. (3) Reimburse counties and other political subdivisions (except incorporated cities and towns) for money expended by them in construction and acquisition of roads and bridges later taken over by the State.	This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier taxes and other revenues.  Expended under direction and supervision of Highway Commission.  Funds are allocated for State expenditures in counties in the following manner: 1/4 in the ratio that the area of each county bears to the total area of the State; 1/4 on the basis of population; 2/4 on such basis as the Highway Commission may deem to be in the best interest of highway users.
Montana	6	Gasoline License Drawback Fund State Highway Fund State Board of Equalization State Highway Treasury Debiture Redemption Fund State Highway Department State Aviation Fund	Amount Required Remainder Appropriation Amount Required The Residue 1 Cent of Tax on Aviation Gasoline	Refunds of motor-fuel tax. For expenditure or redistribution as follows: Collection and administration of tax. Debt service of State highway obligations. Construction, reconstruction, and administration of Federal-aid and other roads authorized by law. Regulation of aeronautics and other matters pertaining to aircraft.	25 percent of gross collections withheld. Amount not used is paid to net receipts go to State Highway Fund, from which collection and miscellaneous expenses are paid.  The remaining 5 cents of the tax collected on aviation gasoline is refunded.
Nebraska	6	Gasoline Tax Fund Division of Motor Fuels, Department of Agriculture and Inspection Agricultural Refunds, Division of Motor Fuels County Treasurers County Treasurers Counties Cities	All Amount Required Amount Required Remainder One-Sixth Three-Fifths 50 Percent 10 Percent	Refunds on exports, Federal use, errors, and losses paid out of this fund. To help pay cost of administering and enforcing motor-fuel tax laws. 5 cents per gallon refund to persons filing claims for gasoline used for agricultural purposes. Rural Free Delivery and Star mail routes.  Road improvement other than in incorporated places.  Street improvement in cities and villages.  For construction, maintenance, administration, etc., of State highways. Development of aviation.	Collection expenses paid out of inspection fees, fuel carrier permit fees, and other incidental fees. Not to exceed one-half of one percent of total gasoline tax collected, and not to exceed four percent of total special-fuels tax collected. Pro-rata two percent deducted from amount of claims for the administration of agricultural refunds.  Distributed among counties as follows: 45 percent on basis of motor-vehicle registration; 45 percent on basis of population outside incorporated cities and villages, and 10 percent on basis of non-farm population.  Distributed among counties as follows: 50 percent distributed on basis of motor-vehicle registrations, and 50 percent distributed on basis of population outside incorporated cities and villages. In counties having a metropolitan city (Douglas Co.) this amount is increased by 50 percent from the county's 50 percent.
Nevada	4, 5 (Special Fuels Rate is 5.5 Cents) 5.5	Highway Cash Fund - Department of Roads and Irrigation Aviation Fund, Department of Aeronautics State Tax Commission County Gas Tax Fund State Highway Fund State Airport Fund	Seven-Twifths Tax on Aviation Use Amount Required Remainder 1/2 Cent 4 Cents 5.5-Cent Tax on Aviation Gasoline	Collection, administration, and refunds of tax. Construction and maintenance of county roads. Construction and maintenance of designated State highway system and Federal-aid secondary roads. State airport purposes.	Administrative expense is limited to 5 percent of gross tax collections.  State Highway Fund receives entire proceeds of 5.5-cent tax on special fuels.
New Hampshire	5	State Treasurer State Highway Fund	Amount Required Remainder	Refunds of tax. Debt service; to towns for work on local roads and streets; construction and maintenance of forest roads and State reservation roads; interest on temporary loans.	Collection expenses are paid from motor-vehicle revenues. This is a common fund receiving the 5-cent tax on motor-fuel and net motor-vehicle receipts; including all State motor-vehicle fines. Allocations and expenditures are made from the combined revenues. Allocation of \$40,000 for 1954 and \$425,000 for 1955. State Highway Fund receives 10 percent of net receipts from motor-vehicle taxes and 10 percent of net receipts from public works and highways. Aid on Class II highways is on a sliding scale based on assessed valuation of cities or towns. Details of this allocation and of aid on Class I highways are too voluminous for presentation here.
New Jersey	4 5	Aviation Fund Public Service Commission State Treasurer General State Fund	4-Cent Tax on Aviation Fuel 5-Cent Tax on Motor Boat Fuel Amount Required Remainder	50 percent for air navigation facilities; 50 percent for payment of bonds issued for airport construction. Promotion of safety on water navigation facilities.	Use in motor boats is refundable. Portion not claimed for refunds is paid to Public Service Commission.



PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE 0-106 (Sheet 8 of 12 Sheets)  
STATUS AS OF JANUARY 1, 1955

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
New Mexico	6	Gasoline Tax Suspense Fund, Gasoline Tax Division of Bureau of Revenue	All Amount Required	Collection, administration, and refunds of tax, including portion of expenses of Department of County and Information.	Gasoline Tax Division expenses: Allocation of 5 percent of collections, after refunds, Department of County and Information limited to 5 percent of total collections made by them. Unused portion transferred to General Fund.
		Interest and Sinking Fund, State Highway Bonds and Debentures State Road Fund, State Highway Department	Remainder One-Sixth Five-Sixths	Apportioned to other funds as follows: Debt service on State highway obligations. State highway construction, maintenance, and administration, including State highways through incorporated places.	Law limits expenditures to State highways. Monthly allotments are made to this fund from Gasoline Tax Suspense Fund. This fund also receives other highway-user revenues.
New York	4 (Special Rate At 6 Cents)	State Comptroller State Department of Taxation and Finance State General Fund	Amount Required Appropriation Remainder	Refunds of tax. Collection and administration.	Collection and administration expenses are paid by an appropriation from the State General Fund. Tax goes into the State's General and Capital Net revenues are deposited in the State General Fund. The State General Fund is divided into several funds, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes are made from the State General Fund and may be considered as derived from motor-fuel tax and other highway-user revenues insofar as highway appropriations do not exceed such revenues. The State General Fund also includes amounts equivalent to motor-fuel tax revenues as indicated herein.
		Department of Public Works Counties (Outside New York City)	37.5 Percent 10 Percent	For the construction, reconstruction, maintenance, and repair of highways, bridges, and culverts under the direction of the Superintendent of Public Works. Construction and maintenance of county roads and town highways.	Distributed in proportion to total mileage of public highways within the counties.
North Carolina	7	State Highway Fund, State Treasurer Department of Revenue Utilities Commission Highway and Public Works Commission Probation Commission Department of Transportation State Treasurer	Amount Required Appropriation Appropriation Appropriation Appropriation Appropriation Appropriation	Distributed for expenditure as follows: Refunds of tax. Collection and administration of motor-fuel tax; collection of motor-vehicle taxes; State Highway Patrol and safety. Bus investigation (regulation of franchise buses and trucks). Administration of State Highway Department; construction, maintenance, and betterment of State, county, and city highways and scenic parkways. Salaries and expenses of this Commission. Salaries and expenses of this Commission. Interest and redemption of State highway bonds; sinking fund installments, State highway bonds. Collection and administration expenses. Refunds of tax. Distributed as follows: State highway construction and maintenance. Interest and retirement of State Highway Revenue Anticipation Certificates. Construction of all highways under jurisdiction of State Highway Department. Construction of county roads and city streets leading up to and connecting Federal-aid and State highways. Administration expenses and refunds of motor-vehicle fuel taxes. Normally distributed as follows, but may be used for retirement and interest on debt incurred by State for highway improvement. Construction of State highways, including grade crossing elimination. Maintenance of State highways. Construction and maintenance of roads. Construction and maintenance of city streets, street cleaning, and traffic lights. Construction on main thoroughfares of State highway system and bond interest and retirement.	Highway Fund receives entire motor-fuel, motor-vehicle, and motor-carrier taxes and other revenues.  \$2,500,000 allocated annually to cities and towns as follows: One-third on basis of population; one-third on basis of relative needs as between the highway system; and one-third on basis of relative needs as between the various cities and towns as determined by the State Highway and Public Works Commission. An amount equal to 1/2 cent of the gasoline tax is allocated for maintenance of city streets that are not a part of the State highway system.  This fund also receives a portion of motor-vehicle revenues. Special funds tax distributed as follows: 3-3/4 cents to State Highway Con- struction Fund; 1-1/4 cents to County Highway Fund. Net proceeds of a special 1-cent tax, imposed to retire an authorized bond issue, are deposited in the State Highway Construction Fund. Not over 2 percent of special additional 1-cent tax. Apportioned to counties in the proportion that the number of motor vehicles registered in each county bears to the total motor vehicles registered in all counties of the State the preceding calendar year. Sufficient amounts are placed in each of three rotary funds to maintain them at \$175,000 combined.  Director of Highway may expend funds on urban extensions of State high- ways; 15 percent of these funds to be used in counties on basis of pre- ceding year's registration; 55 percent to be applied to counties on an equitable basis. 10 percent from maintenance and 3 percent from construction funds (25 percent of first 2 cents and 7-1/2 percent of second 2 cents); distributed to counties in equal portions. From construction funds. County may expend funds at option of township. County engineer must approve plans and specifications. 1-1/2 percent of first 2 cents and 7-1/2 percent of second 2 cents; allocated on basis of 12 percent from maintenance, 3 percent from construction funds (30 percent of first 2 cents and 7-1/2 percent of second 2 cents); allocated on basis of number of vehicles registered in preceding year. In cities on State highway system 1/6 of allotment from first 2 cents of the first 2 cents of number of vehicles registered in preceding year. Expenditures by State Highway Department, with approval of State Con- struction Council. All of third tax of one cent.
North Dakota	5	State Auditor - Gas Tax Division Gas Tax Refunds Fund State Highway Construction Fund State Highway Certificate Retirement Fund Special State Highway Construction Fund County Highway Aid Fund	Appropriation About One-Half of Gross Collections Remainder 40 Percent 20 Percent 20 Percent 20 Percent	Collection and administration expenses. Refunds of tax. Distributed as follows: State highway construction and maintenance. Interest and retirement of State Highway Revenue Anticipation Certificates. Construction of all highways under jurisdiction of State Highway Department. Construction of county roads and city streets leading up to and connecting Federal-aid and State highways. Administration expenses and refunds of motor-vehicle fuel taxes. Normally distributed as follows, but may be used for retirement and interest on debt incurred by State for highway improvement. Construction of State highways, including grade crossing elimination. Maintenance of State highways. Construction and maintenance of roads. Construction and maintenance of city streets, street cleaning, and traffic lights. Construction on main thoroughfares of State highway system and bond interest and retirement.	This fund also receives a portion of motor-vehicle revenues. Special funds tax distributed as follows: 3-3/4 cents to State Highway Con- struction Fund; 1-1/4 cents to County Highway Fund. Net proceeds of a special 1-cent tax, imposed to retire an authorized bond issue, are deposited in the State Highway Construction Fund. Not over 2 percent of special additional 1-cent tax. Apportioned to counties in the proportion that the number of motor vehicles registered in each county bears to the total motor vehicles registered in all counties of the State the preceding calendar year. Sufficient amounts are placed in each of three rotary funds to maintain them at \$175,000 combined.  Director of Highway may expend funds on urban extensions of State high- ways; 15 percent of these funds to be used in counties on basis of pre- ceding year's registration; 55 percent to be applied to counties on an equitable basis. 10 percent from maintenance and 3 percent from construction funds (25 percent of first 2 cents and 7-1/2 percent of second 2 cents); distributed to counties in equal portions. From construction funds. County may expend funds at option of township. County engineer must approve plans and specifications. 1-1/2 percent of first 2 cents and 7-1/2 percent of second 2 cents; allocated on basis of 12 percent from maintenance, 3 percent from construction funds (30 percent of first 2 cents and 7-1/2 percent of second 2 cents); allocated on basis of number of vehicles registered in preceding year. In cities on State highway system 1/6 of allotment from first 2 cents of the first 2 cents of number of vehicles registered in preceding year. Expenditures by State Highway Department, with approval of State Con- struction Council. All of third tax of one cent.
Ohio	5	Rotary Funds, Gasoline Division Highway Construction Fund, Department of Highways Maintenance and Repair Fund, Department of Highways Counties Counties (to be paid to Townships) Municipalities State Highway Construction and Bond Retirement Fund	Amount Required Remainder 27 Percent 18 Percent 13 Percent 7 Percent 15 Percent 20 Percent	Administration expenses and refunds of motor-vehicle fuel taxes. Normally distributed as follows, but may be used for retirement and interest on debt incurred by State for highway improvement. Construction of State highways, including grade crossing elimination. Maintenance of State highways. Construction and maintenance of roads. Construction and maintenance of city streets, street cleaning, and traffic lights. Construction on main thoroughfares of State highway system and bond interest and retirement.	Gasoline Tax Division expenses: Allocation of 5 percent of collections, after refunds, Department of County and Information limited to 5 percent of total collections made by them. Unused portion transferred to General Fund.  Law limits expenditures to State highways. Monthly allotments are made to this fund from Gasoline Tax Suspense Fund. This fund also receives other highway-user revenues.  Collection and administration expenses are paid by an appropriation from the State General Fund. Tax goes into the State's General and Capital Net revenues are deposited in the State General Fund. The State General Fund is divided into several funds, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes are made from the State General Fund and may be considered as derived from motor-fuel tax and other highway-user revenues insofar as highway appropriations do not exceed such revenues. The State General Fund also includes amounts equivalent to motor-fuel tax revenues as indicated herein.  Distributed in proportion to total mileage of public highways within the counties.  Highway Fund receives entire motor-fuel, motor-vehicle, and motor-carrier taxes and other revenues.  \$2,500,000 allocated annually to cities and towns as follows: One-third on basis of population; one-third on basis of relative needs as between the highway system; and one-third on basis of relative needs as between the various cities and towns as determined by the State Highway and Public Works Commission. An amount equal to 1/2 cent of the gasoline tax is allocated for maintenance of city streets that are not a part of the State highway system.  This fund also receives a portion of motor-vehicle revenues. Special funds tax distributed as follows: 3-3/4 cents to State Highway Con- struction Fund; 1-1/4 cents to County Highway Fund. Net proceeds of a special 1-cent tax, imposed to retire an authorized bond issue, are deposited in the State Highway Construction Fund. Not over 2 percent of special additional 1-cent tax. Apportioned to counties in the proportion that the number of motor vehicles registered in each county bears to the total motor vehicles registered in all counties of the State the preceding calendar year. Sufficient amounts are placed in each of three rotary funds to maintain them at \$175,000 combined.  Director of Highway may expend funds on urban extensions of State high- ways; 15 percent of these funds to be used in counties on basis of pre- ceding year's registration; 55 percent to be applied to counties on an equitable basis. 10 percent from maintenance and 3 percent from construction funds (25 percent of first 2 cents and 7-1/2 percent of second 2 cents); distributed to counties in equal portions. From construction funds. County may expend funds at option of township. County engineer must approve plans and specifications. 1-1/2 percent of first 2 cents and 7-1/2 percent of second 2 cents; allocated on basis of 12 percent from maintenance, 3 percent from construction funds (30 percent of first 2 cents and 7-1/2 percent of second 2 cents); allocated on basis of number of vehicles registered in preceding year. In cities on State highway system 1/6 of allotment from first 2 cents of the first 2 cents of number of vehicles registered in preceding year. Expenditures by State Highway Department, with approval of State Con- struction Council. All of third tax of one cent.

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

TABLE G-106 (Sheet 9 of 12 sheets)  
STATUS AS OF JANUARY 1, 1955

STATE	TAX RATE PER GALLON	NOME OF FUND OR AGENCY	AMOUNT PROPORTION	SUBJECTS OF EXPENDITURE	REMARKS
Oklahoma	6.5	State Tax Commission Fund State Highway Construction and Maintenance Fund  Incorporated Cities and Towns  County Highway Funds  State Highway Construction and Maintenance Fund County Highway Funds County Special Funds	4 Cents 3 Percent 10 Percent  5 Percent  22 Percent  $\frac{2-1}{2}$ Cents $\frac{1}{2}$ Cent 1 Cent  $\frac{2-1}{2}$ Cents $\frac{1}{2}$ Cent 1 Cent	Collection and administration of tax. Construction and maintenance of State highways.  Construction and maintenance of streets and alleys.  Construction and maintenance of county or township highways and debt service of county highway bonds.  For farm-to-market roads. Construction and maintenance of county and township highways and permanent bridges on mail routes and school district bus routes. Construction on bridges and culverts on school bus and mail routes and resurfacing these routes.	(Special fuels tax distributed as follows: of 4 cents - 3 percent to State Tax Commission; 72.75 percent to State Highway Construction and Maintenance Fund; 2.25 percent to incorporated cities and towns and area of the entire State; of 1 cent - 100 percent to State Highway Construction and Maintenance Fund and of 1-1/2 cents - 100 percent to counties subject to same general provisions as for regular tax.) Township revenues are deposited in the State Highway Fund, which bears the total population, as shown by the last Federal Census, bears to the total population of all incorporated cities and towns in the State. Distribution among counties as follows: 40 percent in the proportion of motor vehicle registrations of each county bears to the entire State and the balance is apportioned to the State Highway Fund on the basis of the total population and area of each county bears to the total population and area of the State.  Apportioned in the same manner as county funds listed above.  Distributed to counties on following basis: One-third on area; one-third on rural population (defined as including the population of all farms having less than 80 acres); one-third on motor vehicle registrations. Total amount available from fund is \$1,000 according to the last Federal Decennial Census) one-third on county road mileage, as certified by the State Highway Commission.  Receipts are deposited in State General Fund, from which expenses and allocations are made to the State Highway Fund. Highway Fund receives motor-fuel, motor-vehicle, and motor-carrier taxes and other revenues. Indicated allocations are from combined revenues. 19 percent of all money that is credited to State Highway Fund. Allocations to counties are in the same ratio as county motor-vehicle registrations to the total State registrations. 10 percent of all money that is credited to State Highway Fund. Allocations made to cities on basis of population. Pro-rate share of traffic operating costs.  Five-cent refund made on aviation fuel.  This is a common fund which receives motor-fuel, motor-vehicle, and motor-carrier revenues. Appropriations are made beneficially for both specific and continuing purposes.  Funds for township roads and borough and city streets are transferred to local governments for their own improvement and maintenance. Current provisions exist for boroughs, towns and townships receiving \$8,400,000 divided among them on the basis of the mileage they maintain and \$5,600,000 on the basis of population; also \$4,000,000, divided on the basis of mileage maintained, for one-half the cost of cooperative operation of toll bridges, etc. General administration, engineering, inspection, right-of-way, plant equipment, miscellaneous, flood repair of State roads and bridges. Cost incurred as purchasing agent for Department of Highways. Salaries and expenses for highway patrol. Construction and maintenance of county roads and interest on county road bonds, and county aid for township roads, borough and city streets.  Refunds of tax. Subject to appropriation for highway or other purposes.  Refunds of tax.
Oregon	6	Secretary of State (Collection Agency) State Highway Fund  Counties  Cities  Department of State Police Department of Transportation State Highway Commission  Aeronautics Fund	Amount Required Remainder  19 Percent  10 Percent Appropriation Approved by Legislature The Residue  1 Cent of Tax on Aviation Fuel	Collection, administration, and refunds of tax. For various purposes given below:  Debt service on county road obligations; preparation of roadbeds, bridges, etc. for construction of State highways; general road improvement. Construction and maintenance of city streets that have not been designated as connecting lines between State highways. State Highway Police Patrol. Maintenance of highway bonds. Construction and maintenance of State highways and administration of State Highway Commission cooperation in construction of Federal forest highways and the establishment and maintenance of State parks. Repair and maintenance of city streets forming links to State primary and secondary road systems. Advancement of aviation.  For purposes given below:  Agricultural refunds and refunds of overpayments of motor-fuel tax, motor-license fees, and highway construction and maintenance contributions. Interest and redemption of State road bonds and compensation of loan and transportation benefits for employees. Retirement benefits for employees. Collecting motor-license fees and fines and liquid fuels tax; accident prevention and safety campaigns. Construction, reconstruction, and maintenance of State highways, rural roads, and municipal roads and highways in cities and in boroughs, township roads, borough and city streets. Special work restoration of pavements, maintenance of detours, park, forest, and institutional roads, maintenance of interstate bridges, acquisition and operation of toll bridges, etc. General administration, engineering, inspection and inspection, right-of-way, plant equipment, miscellaneous, flood repair of State roads and bridges. Cost incurred as purchasing agent for Department of Highways. Salaries and expenses for highway patrol. Construction and maintenance of county roads and interest on county road bonds, and county aid for township roads, borough and city streets.  Refunds of tax. Subject to appropriation for highway or other purposes.  Refunds of tax.	Receipts are deposited in State General Fund, from which expenses and allocations are made to the State Highway Fund. Highway Fund receives motor-fuel, motor-vehicle, and motor-carrier taxes and other revenues. Indicated allocations are from combined revenues. 19 percent of all money that is credited to State Highway Fund. Allocations to counties are in the same ratio as county motor-vehicle registrations to the total State registrations. 10 percent of all money that is credited to State Highway Fund. Allocations made to cities on basis of population. Pro-rate share of traffic operating costs.  Five-cent refund made on aviation fuel.  This is a common fund which receives motor-fuel, motor-vehicle, and motor-carrier revenues. Appropriations are made beneficially for both specific and continuing purposes.  Funds for township roads and borough and city streets are transferred to local governments for their own improvement and maintenance. Current provisions exist for boroughs, towns and townships receiving \$8,400,000 divided among them on the basis of the mileage they maintain and \$5,600,000 on the basis of population; also \$4,000,000, divided on the basis of mileage maintained, for one-half the cost of cooperative operation of toll bridges, etc. General administration, engineering, inspection, right-of-way, plant equipment, miscellaneous, flood repair of State roads and bridges. Cost incurred as purchasing agent for Department of Highways. Salaries and expenses for highway patrol. Construction and maintenance of county roads and interest on county road bonds, and county aid for township roads, borough and city streets.  Refunds of tax. Subject to appropriation for highway or other purposes.  Refunds of tax.
Pennsylvania	5	Motor License Fund  Treasury Department Board of Finance and Revenue  State Employees' Retirement Board Department of Revenue  Department of Highways	Appropriation Appropriation Appropriation Allocation Appropriation and Allocation	Agricultural refunds and refunds of overpayments of motor-fuel tax, motor-license fees, and highway construction and maintenance contributions. Interest and redemption of State road bonds and compensation of loan and transportation benefits for employees. Retirement benefits for employees. Collecting motor-license fees and fines and liquid fuels tax; accident prevention and safety campaigns. Construction, reconstruction, and maintenance of State highways, rural roads, and municipal roads and highways in cities and in boroughs, township roads, borough and city streets. Special work restoration of pavements, maintenance of detours, park, forest, and institutional roads, maintenance of interstate bridges, acquisition and operation of toll bridges, etc. General administration, engineering, inspection and inspection, right-of-way, plant equipment, miscellaneous, flood repair of State roads and bridges. Cost incurred as purchasing agent for Department of Highways. Salaries and expenses for highway patrol. Construction and maintenance of county roads and interest on county road bonds, and county aid for township roads, borough and city streets.  Refunds of tax. Subject to appropriation for highway or other purposes.  Refunds of tax.	This is a common fund which receives motor-fuel, motor-vehicle, and motor-carrier revenues. Appropriations are made beneficially for both specific and continuing purposes.  Funds for township roads and borough and city streets are transferred to local governments for their own improvement and maintenance. Current provisions exist for boroughs, towns and townships receiving \$8,400,000 divided among them on the basis of the mileage they maintain and \$5,600,000 on the basis of population; also \$4,000,000, divided on the basis of mileage maintained, for one-half the cost of cooperative operation of toll bridges, etc. General administration, engineering, inspection, right-of-way, plant equipment, miscellaneous, flood repair of State roads and bridges. Cost incurred as purchasing agent for Department of Highways. Salaries and expenses for highway patrol. Construction and maintenance of county roads and interest on county road bonds, and county aid for township roads, borough and city streets.  Refunds of tax. Subject to appropriation for highway or other purposes.  Refunds of tax.
Rhode Island	4	Department of Finance State General Fund	Amount Required Remainder	Refunds of tax. Subject to appropriation for highway or other purposes.  Refunds of tax.	Net revenues from motor-fuel tax go into the State General Fund together with revenues from other sources, and lose their identity. Appropriations for highway purposes are made from the State General Fund and may be considered as derived from motor-fuel tax and other highway-user revenues insofar as highway appropriations do not exceed such revenues.  Refunds of 6 cents for gasoline used in manufacture of tractor fuel, agricultural, and motor-boat uses; all other refunds are of the full tax. Collection expenses paid by appropriations from State General Fund. This is a common fund which receives motor-fuel and motor-vehicle revenues. The combined revenues are spent for the purposes indicated.  Distributed to counties on the basis of the ratio their motor-vehicle registration fees bear the total registration fees of the State.
South Carolina	7	State Tax Commission  State Highway Fund, State Highway Department  Counties	Amount Required  6/7 of Remainder  1/7 of Remainder	Construction, maintenance, and administration of State highway construction and maintenance of roads in State parks; surfacing of roads and streets in State institutions; interest and redemption, State highway certificates and transfer of roadside pavement obligations. Highway Police functions. Maintenance of roads and bridges. Construction and maintenance of county highways.	Refunds of 6 cents for gasoline used in manufacture of tractor fuel, agricultural, and motor-boat uses; all other refunds are of the full tax. Collection expenses paid by appropriations from State General Fund. This is a common fund which receives motor-fuel and motor-vehicle revenues. The combined revenues are spent for the purposes indicated.  Distributed to counties on the basis of the ratio their motor-vehicle registration fees bear the total registration fees of the State.



PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106 (Sheet 10 of 12 Sheets)  
STATUS AS OF JANUARY 1, 1955

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
South Dakota	5	Motor Fuel Tax Fund Motor Fuel Refund Account, Department of Finance State General Fund, Department of Finance State Highway Fund, State Highway Commission County Highway and Bridge Fund, County Treasurers State Aeronautics Fund	All Amount Required Appropriation 7/8 of Remainder 1/8 of Remainder 4-Cent Tax on Aviation Gasoline	Distributed for purposes shown below: Refunds of tax. Collection and administration of tax. Construction, maintenance, and administration of State highways; State Highway Police. Construction and maintenance of county highways. Support of the Commission marking and maintaining airports.	Appropriation from State General Fund, reimbursed out of motor-fuel receipts. Common fund receiving a portion of motor-vehicle and motor-carrier revenues in addition to motor-fuel revenues. Apportioned monthly in counties on the basis of assessed valuation of each county. Refunds on graduated basis for 50,000 gallons or over.
Tennessee	7	Department of Finance and Taxation State General Fund State Sinking Fund Bond Account, State Sinking Fund Board General Highway Fund, Department of Highways and Public Works County Trustees, or 2-Cent Gas Tax Fund of Department of Highways and Public Works Municipalities	Amount Required 1.57 Percent 4 Cents Amount Required The Residue 2 Cents 1 Cent	Refunds of tax. Collection and administration of tax. Interest and redemption, all State debt, as follows: State highway bonds and notes; and consolidated bonds issued to refund them; State toll bridge bonds, obligations; consolidated bonds issued to reimburse counties and refund county obligations; consolidated bonds issued to refund State Highway bonds. Construction, maintenance, and administration of State highways. Construction and maintenance of county highways. State Treasurer may withhold any part of funds to pay amounts owed by county to State Old Age Assistance Fund. Construction and maintenance of city streets.	2 percent of 4-cent State share, 1 percent of 2-cent county share, and 1 percent of 1-cent municipal share. Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt. Department of Highways and Public Works may administer fund and make expenditures in portion of motor-fuel receipts for construction and maintenance of highways if funds administered by county on behalf of fund is distributed equally among the counties; one-fourth according to area, and one-fourth according to population. Distributed among municipalities on basis of population.
Texas	4 (Diesel Rate is 6 Cents)	Highway Motor Fuel Tax Fund, Comptroller of Public Accounts Enforcement Fund, Comptroller of Public Accounts Available Free School Fund, State Board of Education State Highway Fund County and Road District Highway Fund, Board of County and District Road Inspectors County and District Road Inspectors County and District Road Inspectors State Highway Fund	Amount Required 1 Percent Remainder One-Fourth One-Fourth Amount Required \$7,300,000 The Residue	Refunds of tax. Collection and administration of tax. For distribution as follows: Aid to public schools. Construction, maintenance, and administration of State highways; State Highway Police. State's share of principal and interest on county and road district obligations incurred by the State. Subject to expenditure by counties for following purposes: Interest and principal on obligations issued prior to January 2, 1939, proceeds of which were used to buy right-of-way for State highways; acquisition of right-of-way, construction and improvement of county highways; principal and interest on county obligations issued prior to January 2, 1939, articles in which Federal projects for county lateral road construction, cooperation with State Highway Department and Federal Government in constructing farm-to-market roads. Construction and improvement of farm-to-market roads on the State Highway system.	Gross receipts of tax are initially placed in this fund and allocations are made therefrom. Unexpended balance at the end of each fiscal year reverts for apportionment with bulk of tax. Prior to August 31st each year the Board will determine the amount retained for the year beginning September 1st. Distribution among the counties is as follows: 2/10 on basis of area of each county to total of all counties; 4/10 on basis of rural population according to last preceding Federal Census; 4/10 on basis of lateral road mileage in the State; 1/10 on basis of total mileage of lateral roads in the State as of January 1, 1939, as determined by the Highway Planning Survey.
Utah	5	Motor Fuel Tax Fund State Tax Commission General Fund Aeronautics Fund, Aeronautics Commission State Auditor Department of Public Safety	All Appropriation Appropriation Appropriation Appropriation Remainder 4-Cent Tax on Aviation Gasoline	For distribution as follows: Collection and administration. Maintenance of Capital building and grounds. Administration. For distribution as follows: Highway Patrol; Operation of checking stations; Operation of State Highway Patrol; Civil Service Commission. Construction, maintenance, and administration of State highways. Promotion, supervision, and regulation of aeronautics, construction and maintenance of airports.	\$70,000, biennium 1953-55 \$13,000, biennium 1953-55 \$13,000, biennium 1953-55 \$13,000, biennium 1953-55 \$37,000, biennium 1953-55 \$129,034, biennium 1953-55 \$129,034, biennium 1953-55 \$5,000, biennium 1953-55 75 percent collected from each airport may be returned for improvement of that airport. 25 percent is used for promotion and regulation of aeronautics.
Vermont	5 (No Challenge Tax on Special Fuels)	Highway Fund, State Treasury State Treasurer Motor Vehicle Department Department of Public Safety Department of Highways Aeronautics Commission	All Appropriation Appropriation Appropriation Appropriation Appropriation	For redistribution as shown below: Payment of principal and interest on outstanding highway and bridge bonds. Expenses of operating department, including collection and administration of motor-fuel tax and motor-vehicle fees. Expenses of operating department, including administration of State Police and other State investigating agencies. Supervision, engineering, and office expenses; construction and maintenance of State highways and other roads. Construction and maintenance of State-add and town highways; construction of forest and park roads. Expenses of administering and enforcing State laws relating to aeronautics.	This is a common fund receiving gross revenues from motor-fuel taxes and motor-vehicle fees. Appropriations are from combined revenues. Bridge bonds, Act 47, 1949, and Mainiacqui Bay Bridge bonds. Aid to cities and towns includes amount equal to 1/2-cent of gas tax.

## PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE 0-106 (Sheet 11 of 12 Sheets)  
STATES AS OF JANUARY 1, 1953

Based on information obtained from State Authorities  
and on the Laws of the Several States

STATE	TAX RATE PER GALLON	NATURE OF FUND OR AGENCY	AMOUNT FOR EXPENDITURE	OBJECTS OF EXPENDITURE	REMARKS
Virginia	6	Division of Motor Vehicles, Department of Finance Department of Highways  Counties Not Under "Byrd Road Law"  State Prison Board State Highway Department Department of Highways  Corporation Commission, Division of Aeronautics	Amount Required Appropriation  Appropriation  The Residue Net Tax on Aviation Fuel  ALL	Refunds of tax. Supervision, administration, engineering, construction, and maintenance of State secondary highway system.  For construction and maintenance of county highways.  Capital outlay necessary to provide camp facilities for convict road force. For redistribution as follows: Maintenance, construction and reconstruction of streets, roads and bridges in cities and towns.  Construction of State highways; matching Federal aid. Promotion of aviation and construction and maintenance of airports.  Exclusively for highway purposes as defined in the Constitution (Art. 2, Section 40, effective December 7, 1944).	Funds spent on secondary system shall not be less than 30 percent of all funds available for primary and secondary systems. Includes amounts paid annually to towns (population less than 3,500) that elect to maintain their own streets having at least a 30-foot right-of-way and to counties having a population of less than 10,000. All but two counties have elected to place their roads under State control; these two counties receive a percentage of 2-1/2 cents of the motor-fuel tax based on a formula computed prior to 1932 using area, population, and the total of all State taxes and local levies collected in a given year.  Paid annually to cities and towns (population of 3,500 or more) at the rate of \$6,500 per mile of approved extension of primary highways and \$3,500 per mile of approved extension of secondary highways. The rate of \$3,500 per mile of approved extension of a 12-foot hard-surfaced road, at the rate of \$300 per mile.  Twenty-cent refund made on gasoline purchased in the State. Full refunds are made on out-of-State use.  The Motor-Vehicle Fund receives a portion of motor-vehicle fees and other revenues as well as the motor-fuel tax; disburseable only upon appropriation by the Legislature.  State park roads are not legally classified as State highways or local roads. See objects of expenditure under State Department of Highway's share of remainder of tax.
Washington	6.5	Motor Vehicle Fund  Director of Licenses State Treasurer, Auditor, and Director of Licenses State Department of Highways  County Road Funds  State Director of Highways Island Counties  Mine-to-Market Road Fund	Amount Required Amount Required Appropriation 3.75 Percent of Gross Tax Residue 11.5 Percent of the Residue of Tax and 1/4 Cent of Tax and 1/4 Cent of Tax of Tax 0.75 Percent of 15 Percent of Tax All Tax Paid by San Juan County and 50 Percent of Tax Paid by Island County Appropriation Residue of Above Amounts	Refunds of tax. Collection and administration of the tax. Roads and bridges within State parks. Subject to legislative appropriation.  State aid for county roads.  State supervision of work and expenditures on county roads.  Amount is reallocated by county to road district and incorporated cities on the basis of assessed valuation.  Construction and maintenance of mine-to-market roads (legally classified as county roads). Construction and maintenance of county roads, including bridges and ferries; cooperation with Federal or State government; interest and redemption of bonds; interest and redemption of bonds; interest and redemption of bonds; Franklin, and Grant Counties subject to deductions, based on expenditures by State out of highway bond issue (Ch. 124 Laws 1951) for Columbia Basin County arterial highways; amount deducted remains in Motor-Vehicle Fund for State highway purposes. State aid for city streets. State supervision of work and expenditures on city streets.  Construction and maintenance of streets including bridges and ferries; operation of ferries. Subject to legislative appropriation.  Construction and maintenance of mine-to-market roads (legally classified as county roads). Construction, maintenance, and administration of State primary and secondary highways, including city streets forming a part of the State system; the State system includes roads and bridges within incorporated cities; the State system includes public highways; limited operation of ferries. Deductions to be made and set aside for highway bond retirement and interest as authorized in Ch. 124 Laws 1951.	Unexpended balance at end of biennium to be credited to counties in pro- portion to deductions made therein.  Counties' contribution to Mine-to-Market Road Fund.  Allotted and paid monthly to individual counties according to formula based on population and mileage. Allotted annually among the 39 counties; 70 percent on the basis of trunk mileage; 20 percent on the basis of private automobiles and trucks registered in rural areas of the county. Ratios thus established are further adjusted for differences in cost of con- struction and maintenance.  Unexpended balance at end of biennium to be credited to cities in pro- portion to deductions made therein. See objects of expenditure under State Department of Highway's share as determined by State Census Board as of April 1st of each year, be- ginning with the year 1952 and for each year thereafter.  State's contribution to Mine-to-Market Road Fund.
West Virginia	5	Gasoline Department, State Tax Commission State Road Fund, State Road Commission Primary Road Fund  Secondary Road Fund	Amount Required Residue 1 Cent	Refunds of tax and cost of collection and administration. For redistribution as shown below: Interest and redemption payments on State highway bonds; construction and maintenance of primary State highways; administrative expenses of the Com- mission. Construction and maintenance of secondary State highways, if not needed for debt service.	These are former county roads now under control of the State Road Com- mission. Twenty percent is set aside by Commission to be used in the same manner as proceeds of State taxes and fees. The remaining 80 percent is set aside by Commission to be used in the same manner as proceeds of various types of road surfaces in the counties; construction funds are allotted on the basis of the ratio of unimproved secondary mileage in the county to the total unimproved secondary mileage in the State.



PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on Information Obtained from State Authorities and on the Laws of the Several States

TABLE G-106 (Sheet 12 of 12 Sheets)  
STATUS AS OF JANUARY 1, 1955

STATE	TAX RATE GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Wisconsin	4	State Highway Fund  Department of Taxation Towns, Villages and Cities**  Cities and Villages Cities Counties**  Towns, Villages, Cities, and Counties  State Highway Commission	ALL  Amount Required Allocation on Mileage Basis  Amount Equal to 20 Percent of Motor Vehicle Registration Fees Allocation on Mileage Basis (Not to Exceed) \$3,500,000 Plus \$65 per Mile  \$500,000 (Not to Exceed)  \$3,000,000  \$3,800,000 \$600,000 \$200,000 (Not to Exceed) \$200,000 (Not to Exceed) \$200,000 (Not to Exceed) \$175,000  \$1,200,000 \$10,700,000 (Not to Exceed) The Balance 40 Percent 42 Percent  13 Percent	For redistribution as shown below:  Collection and administration of tax; premiums on motor-fuel wholesaler surety bonds; refunds of tax. County roads not on State or county trunk system. May be used for snow removal, ice prevention and dust alleviation.  Any public purposes.  Maintenance and construction of streets on routes of and connecting, but not part of, State trunk highway system. Parkways, expressways, and lift bridges on connecting streets in cities of 1st, 2nd, and 3rd classes. Construction and maintenance of county trunk highways, including snow removal. Any portion in Milwaukee County (only) can be used for construction of city streets, park roads, or payment of interest or principal on town, village, or county bonds issued for construction of bridges carrying 2,500 vehicles or more per day. Flood damage aid.  Apportioned on county basis for construction of State trunk highways; retirement of county bonds issued for construction of State trunk highways.  Improvement of connecting streets and urban State trunk highways.  Construction and maintenance of State park, forest, and institutional roads.  State's portion of cost of Interstate and intrastate bridges not on State trunk highway system or connecting streets. State's portion of cost of railroad grade crossing protection.  Roadside improvement.  Minor specific allotments.  Administration. Maintenance and snow removal on State highways, marking and signing, construction of State trunk highways, matching and supplementing Federal aid, material surveys, and topographic mapping.  Same as foregoing item.  Same as above item for towns, villages, and cities marked with one asterisk.  Same as above item for counties marked with two asterisks.	The appropriations listed are from the State Highway Fund, rather than from the State Tax Commission. The State Highway Fund receives the proceeds of motor-fuel, motor-vehicle, and motor-carrier taxes, together with other receipts.  When roads and village streets, \$65 per mile; city streets, \$130 to \$250 per mile, according to population. Expenditures in towns and villages subject to supervision and approval of County Highway Committee, or work may be done by county. Allotted to towns, villages, and cities according to the net amount of property tax collected in those political subdivisions, in lieu of property tax on motor vehicles.  \$500 per mile (cities and villages having population over 2,500).  Prorated to various cities on basis of actual expenditures. **\$3,500,000 is allocated to counties, 40 percent on basis of motor-vehicle registrations and 60 percent on basis of rural highway mileage; plus \$65 per mile of county trunk highways. These funds may be used to construct or improve roads, or to pay for maintenance, or to be retained by or paid to and expended by Commission. Aid for repair or replacement and 50 percent of improvement of facilities damaged by flood, less 25 percent of road aid, up to \$500,000 in any year. Allotted to counties: 40 percent on basis of motor-vehicle registrations; 60 percent on basis of rural highway mileage. Amount allocated to each county not less than \$40,000 or amount necessary to meet bond requirements. In counties where 60 percent of State trunk system is satisfactorily constructed, such portion of allotment as Commission determines may be used for maintenance of existing trunk highway system, as necessary to meet above minimum, appropriation of \$3,000,000 is increased. To be used for matching Federal-aid funds allocated for these projects and other construction under supervision of the State Highway Commission. Park and forest roads \$500,000; institutional roads \$100,000. Improvement financed one-third State, one-third county, and one-third local unit. As ordered by Public Service Commission but not to exceed 50 percent of available also for land purchase when necessary for roadside development purposes. Advertising \$100,000; maintenance and operation of special bridges not on State trunk highway system \$75,000 (not to exceed). As budgeted by Legislature.  Supplemental aid: Towns 18 percent, and cities with more than 10,000 population 15 percent, allocated in proportion to the amounts distributed under above item marked with an asterisk; cities with population not more than 10,000 population 9 percent, allocated in proportion to the amounts distributed under above item marked with two asterisks. Allocated in proportion to the amounts distributed under provisions of above item marked with two asterisks.  Distributed as follows: 33-1/3 percent according to area, 33-1/3 percent according to population, and 33-1/3 percent according to service on highway valuation. These funds can be used for debt service on highway obligations. Apportioned in the ratio which the city's or town's population bears to the total population of all cities and towns at the latest Federal Census. 50 percent on cities and towns with population of 10,000 or more and 50 percent on towns. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent.  A 2-cent refund is made to consumers purchasing more than 10,000 gallons per month after costs of collection are paid; remaining funds are returned to cities, towns, or counties owning and operating airports.  Allotted to counties, 50 percent on basis of rural population and 50 percent on area. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent. Divided among the incorporated towns on the basis of population.  This is a common fund receiving revenues from both motor-fuel and motor-vehicle taxes. Appropriations and expenditures are made from combined revenues.
Wyoming	5 (Disc. Rate Is 4 Cents)	State Highway Department  County Gas Tax Funds  Cities and Towns  State-County Road Construction Fund  Highway Bond Interest Fund State Highway Fund Cities Having Airports  County Farm-to-Market Road Fund  Incorporated Cities and Towns	4 Cents \$75,000 (Not to Exceed) Remainder of 4 Cents 23 Percent  2 Percent  10 Percent  Amount Required The Residue 4-Cent Tax on AVIATION FUEL  1 Cent 75 Percent  25 Percent	Collection and administration of tax.  Construction and maintenance of county roads.  Construction and maintenance of streets and alleys in cities and towns of more than 1,500 population. Construction of county roads.  Interest on State highway bonds issued subsequent to December 31, 1939. Construction, maintenance, and administration of State highways, including the maintenance of airports.  Construction and reconstruction of county or farm-to-market roads.  Construction and maintenance of streets and alleys.	Distributed as follows: 33-1/3 percent according to area, 33-1/3 percent according to population, and 33-1/3 percent according to service on highway valuation. These funds can be used for debt service on highway obligations. Apportioned in the ratio which the city's or town's population bears to the total population of all cities and towns at the latest Federal Census. 50 percent on cities and towns with population of 10,000 or more and 50 percent on towns. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent.  A 2-cent refund is made to consumers purchasing more than 10,000 gallons per month after costs of collection are paid; remaining funds are returned to cities, towns, or counties owning and operating airports.  Allotted to counties, 50 percent on basis of rural population and 50 percent on area. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent. Divided among the incorporated towns on the basis of population.  This is a common fund receiving revenues from both motor-fuel and motor-vehicle taxes. Appropriations and expenditures are made from combined revenues.
District of Columbia	6	Collector of Taxes Highway Fund, Department of Highways	Amount Required Remainder	Reconstruction and maintenance of highways; construction and maintenance of roads, streets, and alleys; expenses of office of Director of Vehicles and Traffic; and the expenses necessarily involved in the police control of traffic upon the highways: (this shall not exceed 15 percent of the total amount appropriated for pay and allowances of the Metropolitan Police Force).	

## PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

TABLE W-106 (Sheet 1 of 7 Sheets)  
1/ Status as of January 1, 1955

STATE	CLASSIFICATION OF FEE 2/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE 3/
Alabama	1	County Probate Judges State Revenue Department Municipalities Counties	75 cents per registration for autos, motorcycles, and pick-up trucks registered at auto rates; 50 cents per registration for all other vehicles; and 2-1/2 percent of gross collections 8 percent of gross collections 63 percent of net urban fees 63 percent of net rural fees	Collection and administration. (The 75-cent and 50-cent fees are service fees charged by local officials.) Collection and administration. (Unexpended balance at end of fiscal year goes to State Highway Fund.) Administration, construction, and maintenance of public roads and bridges. Distributed on basis of collections in respective cities. Administration, construction, and maintenance of public roads and bridges. Distributed on basis of collections in respective counties. Debt service on First Issue, State Highway and Bridge Bonds. Collection and administration. Administration, construction, and maintenance of public roads and bridges. Collection and administration, and State Highway Police. Administration and distribution. Administration, construction, and maintenance of public roads and bridges. Collection, administration, and State Highway Police. (Unexpended balance at end of fiscal year goes to State Highway Fund.)
Arizona	1 2,3,7	County Assessors State Highway Fund State Highway Fund	50 cents per registration The residue All	Collection, administration, and local road purposes. See Table G-106 for authorized distribution and expenditures.
Arkansas	1,2,1,2,2,7,9,12 1 2,2,9 2,1 7 12 11	Commissioner of Revenue State Police Fund State Highway Fund State Highway Fund State General Fund State Police Fund Public Service Commission General Revenue Fund	3 percent Amount required The residue 77 percent 77 percent 77 percent 77 percent Amount required The residue All	Collection and administration, and general State administration. Administration of Weights and Standards Division of State Police. See Table G-106 for authorized distribution and expenditures. Support of State Police. Administration of title law and general state purposes. Support of State Police. Advertising and other expenses. See Table G-106 for authorized distribution and expenditures.
California	1,2,9,10,12 3 6 11	Motor Vehicle Fund Motor Vehicle Department Highway Patrol Motor Vehicle Transportation Tax Fund State Controller and Board of Equalization Highway Users Tax Fund Highway Users Tax Fund Motor Vehicle License Fee Fund Motor Vehicle Department State General Fund Counties Cities Public Utilities Commission	All Appropriation Appropriation The residue All Appropriation The residue All Appropriation Amount required 50 percent of residue 50 percent of residue All	Redistributed as follows: Collection and administration. State Highway Police. See Table G-106 for authorized distribution and expenditures. Primary receiving fund, redistributed as follows: Collection and administration. See Table G-106 for authorized distribution and expenditures. Redistributed as follows: Collection and administration. Interest and retirement of State highway bonds. State general purposes. State general purposes. Collection and administration.
Colorado	1,10 11 4 7 8 9 11	County Clerks County General Funds Highway Users Tax Fund Department of Revenue Department of Revenue County General Funds Public Utilities Commission Highway Users Tax Fund Department of Revenue State General Fund State Highway Fund Motor Vehicle Department Motor Vehicle Administrator's Fund State General Fund	15 cents per registration Not to exceed 5 percent All 75 percent of operators and 60 percent of chauffeurs fees 25 percent of operators and 40 percent of chauffeurs fees Appropriation not to exceed 5 percent Appropriation not to exceed 10 percent of common carrier and 20 percent of private carrier tax The residue 33-1/3 percent 66-2/3 percent 50 percent 20 percent All All	Collection and administration. Administration (balance of fund at end of biennium reapportioned). Collection and administration. Collection and administration (balance in fund at end of year to Highway Users Tax Fund for apportionment). County general purposes. Collection and administration. Administration and enforcement. See Table G-106 for authorized distribution and expenditures. Collection and administration. County general purposes. Construction, maintenance, and administration of State highways. County general purposes. Collection and administration (any excess over \$10,000 remaining at end of any biennial year shall be transferred to the State General Fund). State general purposes.
Connecticut	1,2,9,10 3 5,2,11 8	State Highway Fund Cities and Towns State Highway Fund State General Fund State General Fund	All Proportion that bus route mileage within cities and towns, on other than State-aid or trunk line highways, bears to total bus route mileage The residue All (State share is 1/3 of total fines and forfeitures collected by local officials)	See Table G-106 for authorized distribution and expenditures. City streets and town roads. Maintenance and reconstruction of trunk line highways. State general purposes. One-half of State Police Department expenses from State General Fund and one-half from State Highway Fund.



Based on Information Obtained from State Authorities  
and on the Laws of the Several States

STATE	CLASSIFICATION OF FEE 2/	NATURE OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE 3/
Delaware	1,2,7,8	State General Fund	All	Subject to appropriation for highway or other purposes.
Florida	1,7 (Overweight Fees) 4	County Tax Collectors Motor Vehicle Commissioner State General Fund State Road License Fund  County Judges Department of Public Safety State General Fund State Comptroller Cities and Towns Funds State Board of Administration State General Fund	25 cents per application Appropriation The residue All, less collection expenses  25 cents per license for first 10,000 licenses, 10 cents thereafter Appropriation The residue 25 percent of gross Appropriation 25 percent of net Appropriation The residue Appropriation The residue All, less collection expenses	Collection. (Service fees charged by local officials.) Collection and administration. State general purposes. (Includes fees for special tag makers.) Construction and maintenance of State roads.  Collection and administration. Collection and administration. State general purposes. Collection and administration. General purposes. (Only to cities and towns having stations and agents.) For payment of county road and bridge bonds. Collection and administration. State general purposes.
Georgia	1,2 5,2,11	State General Fund State General Fund	All, less collection expenses All	Subject to appropriation for highway purposes. Subject to appropriation for highway or other purposes.
I Idaho	1,8,9,12 2,7,11	State Highway Fund Motor Vehicle Fund	All All	See Table G-106 for authorized distribution and expenditures. Collection and administration.
Illinois	1,2,8,9,10	Road Fund Secretary of State State Treasurer Department of Public Safety Division of Highways State General Fund	All Appropriation Appropriation Appropriation Appropriation All	Redistributed as follows: Collection and administration. Collection and administration. State Highway Police. Construction, maintenance, and administration of State highways. State general purposes, collection expenses paid from General Fund. (Fund also receives used-car dealers' license fees and title search fees.)
Indiana	1,7,10 2 5,2,11	Branch Offices, Bureau of Motor Vehicles Motor Vehicle Highway Account Branch Offices, Bureau of Motor Vehicles Motor Vehicle Highway Account Motor Vehicle Highway Account  County Treasurer Motor Vehicle, Registration Department State General Fund State Road Use Tax Fund Motor Vehicle Commission, Motor Vehicle Division State Road Use Tax Fund	25 cents per registration, title or transfer All 25 cents per license The residue All  50 cents per registration, 25 cents per transfer, and 40 cents per certificate of title or lien 1 percent 3 percent The residue Appropriation All	Collection. (Service fees charged by local officials.) See Table G-106 for authorized distribution and expenditures. Collection and administration. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures.
Iowa	1,2 5	County Treasurers Highway Fund, State Highway Commission Motor Carrier Fee Fund Motor Vehicle Fee Fund Highway Fund, State Highway Commission  County Clerks County Truck Fund State Road Fund Circuit Clerks County Clerks State Road Fund County Clerks State Road Fund	20 cents per registration, title certificate, or dealer license, and 10 cents per transfer The residue 10 percent Appropriation The residue  50 cents per registration 50 percent of truck registration fees The residue 2 percent 75 percent All 2 percent 96 percent	Collection and administration. See Table G-106 for authorized distribution and expenditures. Collection and administration. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures.
Kansas	1,2,7,9,10 4	County Treasurers Highway Fund, State Highway Commission Motor Carrier Fee Fund Motor Vehicle Fee Fund Highway Fund, State Highway Commission  County Clerks County Truck Fund State Road Fund Circuit Clerks County Clerks State Road Fund County Clerks State Road Fund	20 cents per registration, title certificate, or dealer license, and 10 cents per transfer The residue 10 percent Appropriation The residue  50 cents per registration 50 percent of truck registration fees The residue 2 percent 75 percent All 2 percent 96 percent	Collection and administration. See Table G-106 for authorized distribution and expenditures. Collection and administration. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures.
Kentucky	1 2,1,2,2 2,3,4,4,1,5,1,1, 6	County Clerks County Truck Fund State Road Fund Circuit Clerks County Clerks State Road Fund County Clerks State Road Fund  County Clerks County Truck Fund State Road Fund Circuit Clerks County Clerks State Road Fund County Clerks State Road Fund	20 cents per registration, title certificate, or dealer license, and 10 cents per transfer The residue 10 percent Appropriation The residue  50 cents per registration 50 percent of truck registration fees The residue 2 percent 75 percent All 2 percent 96 percent	Collection and administration. (Service fees charged by local officials.) Construction and maintenance of county roads. See Table G-106 for authorized distribution and expenditures. Collection and administration. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures. Collection and administration. See Table G-106 for authorized distribution and expenditures. See Table G-106 for authorized distribution and expenditures.
Louisiana	1,8 2 7 11 13	Department of Revenue State Highway Fund No. 2 Department of Public Safety  Board of Trustees - Police Pension Fund (city of New Orleans) Department of Revenue  General Highway Fund Motor Carrier Fund Supervision and Inspection Fee Fund	Amount required All, except \$1.00 of \$2.00 driver license fee collected in municipalities over 300,000 population Amount required The residue All All	Debt service highway bonds and other highway purposes. Collection and administration, surcharge of highway safety education and operation of State Police. Surplus in Funds to State General Fund at end of each biennium after July 1, 1954. Pensions for municipal police (city of New Orleans). Collection and administration. Any surplus accruing after June 30, 1954 will be transferred to State General Fund. Construction and maintenance of State highways and bridges. Collection and administration by Public Service Commission. Collection and administration by Public Service Commission.

## PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

TABLE MW-106 (Sheet 3 of 7 Sheets)  
1/ Status as of January 1, 1955

STATE	CLASSIFICATION OF FEE 2/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE 3/
Maine	1,2,4,1 5,2,11,13	General Highway Fund, State Highway Department Public Utilities Commission	All All	See Table G-106 for authorized distribution and expenditures. Collection and administration.
Maryland	1,2,7,8	Department of Motor Vehicles County Trial Magistrates and Baltimore Traffic Court State Police Trunk Weighing Motor Vehicle Revenue Fund State Roads Commission City of Baltimore Counties and Municipalities	Amount required Amount required Amount required The residue 50 percent of net 30 percent of net 20 percent of net	Collection, administration and refunds. Administration and enforcement of traffic laws. To pay operating cost of State Police, including retirement system. To pay cost of enforcement of truck weight size law by special truck weighing crews. Redistributed as follows: State Police Maintenance Fund. State Roads Commission. Collection and maintenance of city streets in Baltimore and debt service on local highway bonds. After service of county bonds, residue for construction and maintenance of local roads. State Roads Commission maintains county roads in 9 counties; municipalities share determined by the proportion that total mileage of surfaced streets within municipalities bears to total mileage of county roads, and surfaced streets within such county. See Table G-106 for authorized distribution and expenditures.
	4,1 6	Gasoline Tax Division, State Comptroller State Roads Commission	All All	Amount required for debt service on State highway construction bonds and the residue to the construction fund for the State Roads Commission.
Massachusetts	1,2,1,2,2,10 4,1 2,3,5,2,11	Highway Fund Department of Corporation and Taxation Highway Fund State General Fund	All Amount required The residue All	See Table G-106 for authorized distribution and expenditures. Collection and administration.
Michigan	1,7 2 4,11	Motor Vehicle Highway Fund Counties and Municipalities State General Fund State General Fund Motor Vehicle Highway Fund	All \$2.00 original application, \$.50 renewal The residue Not to exceed 40 percent The residue	See Table G-106 for authorized distribution and expenditures. Collection and administration. Expenses of Division of Commercial Motor Vehicles not deducted.
Minnesota	1 2,1 2,2 8 11	Trunk Highway Sinking Fund Motor Vehicle Division Trunk Highway Fund Clerk of Court Trunk Highway Fund State General Fund State General Fund Trunk Highway Fund General Revenue Fund	All Amount required Appropriation The residue 10 cents per instruction permit or duplicate license and 20 cents for new or renewal license The residue All, less collection expense Amount required The residue All	Redistributed as follows: Servicing of State highway debt. Collection and administration. Construction, maintenance, and administration of State Trunk Highway System, including municipal extensions, and support of State Highway Patrol. Collection. General State purposes. Payment of prisoners' costs and incidental expense. Appropriations are made from this fund for operation of Motor Bus and Truck Division.
Mississippi	1 Tag Fees 2 4 11	County Sheriff and Tax Collector Municipalities County Road Funds County Sheriff and Tax Collector State General Fund State General Fund State Vehicle Registrar County Road Funds Public Service Commission	Commission allowed by law Fees on passenger coaches The residue 5 percent 95 percent Amount required The residue All	Collection. Determined on basis that miles traveled on city streets bears to total mileage traveled. No specific purpose of expenditure. Service of county road and road district obligations; construction and maintenance of roads and bridges in counties. Collection. Purchase of license plates. Support of State Highway Patrol. Collection and administration. County road funds and debt service. Collection and administration.
Missouri	1,3,5,7 2	State Highway Department Fund Drivers License Fund, State Highway Patrol	All All	See Table G-106 for authorized distribution and expenditures. Collection and administration.
Montana	1 2,3 3,5,2,11,13 7,9,10 12	County Motor Vehicle License Fund City Road Funds County Road Funds County Treasurers State Highway Fund State General Fund State General Fund State Motor Vehicle Recording Fund State Motor Vehicle Recording Fund State Highway Fund	All 50 percent of fees collected in municipalities over 35,000 population or incorporated city within one mile of city over 35,000 (1930 Census) The residue 5 percent of all revenue from the gross vehicle weight tax 95 percent of all revenue from the gross vehicle weight tax All All, less collection expense All 5 percent of trip fees 95 percent of trip fees	Redistributed as follows: Construction of permanent city streets. County road and bridge construction and maintenance. Collection and administration. Construction and maintenance of the primary, secondary, and urban systems and maintenance of the primary and urban systems. State general purposes. (General Fund supports Highway Patrol.) State general purposes. Motor vehicle license plate equipment; administration of registrar's office. Administration. Construction and administration of the primary, secondary, and urban systems and maintenance of the primary and urban systems.



# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

TABLE WT-106 (Sheet 4 of 7 Sheets)  
1/ Status as of January 1, 1955

STATE	CLASSIFICATION OF FEE	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE
Nebraska	1,9,10	County General Fund State General Fund State Highway Fund City or Village Street Funds	10 cents per registration 2-1/2 percent Remainder 30 percent  70 percent  10 cents per license The residue All 40 cents per certificate of title, 35 cents per notation of lien, and \$2.00 for duplicate copies 60 cents per certificate of title, 15 cents per notation of lien All 5 cents per permit The residue All permit fees collected at ports of entry	Collection. Administration of Motor Vehicle Division by General Fund appropriation.  Maintenance of State highways. The street funds of the various cities and villages are credited with the following percentage of the total fees paid by the residents of these cities and villages: In all counties where the population of all cities and villages in the county exceeds 200,000 - - - - - 50 percent Is between 60,000 and 200,000 - - - - - 35 percent Is between 10,000 and 60,000 - - - - - 30 percent In all other counties - - - - - 20 percent Balance to counties for construction and maintenance of county roads. Collection. Administration of Motor Vehicle Division and operation of Highway Safety Patrol by General Fund appropriation. Collection and administration. Collection. Administration of act by Motor Vehicle Division is by General Fund appropriation. Collection. Construction and maintenance of State highways. Maintenance of ports of entry.
Nevada	1 2,5,1	County Road Funds State Highway Fund State Highway Fund Motor Vehicle Division Safety and Financial Responsibility Division Public Service Commission Nevada Highway Patrol Motor Vehicle Division  State Treasurer State Highway Fund	75 cents per registration The residue All Appropriation Appropriation Appropriation Appropriation Amount required The residue	County road purposes. State road purposes. Redistributed by legislative appropriation as follows: For biennium ending June 30, 1955 - - - - - \$164,715.18 37,062.40 77,000.00 610,599.31 20,000.00 Rebunds and new plate identification devices
New Hampshire	1,2,4,5,2, 8,9,10	Registration and Licensing Agents State General Fund Municipalities State General Fund	Fee retained determined by Motor Vehicle Commissioner The residue All All	Collection and administration of motor-fuel and motor-vehicle taxes. State highway construction, maintenance, and administration; State Police; to towns for work on local roads and streets; construction and maintenance of forest roads and State reservation roads.
New Jersey	1,2 4 (Intrastate) 4 (Interstate), 7,9	Field Agents Bureau of Revenue Administrative Fund Department of Courtesy and Information State Road Fund County Road Funds State General Fund County Levy Bureau of Revenue Administrative Fund Municipalities State Police State Corporation Commission Administrative Fund Bureau of Revenue Administrative Fund Department of Courtesy and Information State Road Fund	50 cents per registration 6 percent of gross Remainder 45 percent 30 percent 10 percent 15 percent 6 percent of gross 50 percent of fees collected by municipalities The residue Amount fixed by State Finance Board 6 percent of Motor Transportation Division collections Amount required The residue	Collection. Subject to appropriation for highway or other purposes. Municipal general purposes. Subject to appropriation for highway or other purposes.  Administration. (Motor fees retained by local officials.) Collection and administration.  Distributed as follows: State highway construction, maintenance, and administration, including State highways through incorporated places. Construction and maintenance of county roads. State general purposes. State general purposes. Collection and administration. City general purposes. State Highway Police. Collection and administration. Collection and administration. Collection and administration. State highway construction and administration, including State highways through incorporated places.
New Mexico	1,7,8,9,10,12 2 4,11	Field Agents Bureau of Revenue Administrative Fund Department of Courtesy and Information State Road Fund County Road Funds State General Fund County Levy Bureau of Revenue Administrative Fund Municipalities State Police State Corporation Commission Administrative Fund Bureau of Revenue Administrative Fund Department of Courtesy and Information State Road Fund	50 cents per registration 6 percent of gross Remainder 45 percent 30 percent 10 percent 15 percent 6 percent of gross 50 percent of fees collected by municipalities The residue Amount fixed by State Finance Board 6 percent of Motor Transportation Division collections Amount required The residue	Collection. Subject to appropriation for highway or other purposes. Municipal general purposes. Subject to appropriation for highway or other purposes.  Administration. (Motor fees retained by local officials.) Collection and administration.  Distributed as follows: State highway construction, maintenance, and administration, including State highways through incorporated places. Construction and maintenance of county roads. State general purposes. State general purposes. Collection and administration. City general purposes. State Highway Police. Collection and administration. Collection and administration. Collection and administration. State highway construction and administration, including State highways through incorporated places.

# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

TABLE MV-106 (Sheet 5 of 7 Sheets)  
1/ Status as of January 1, 1955

Based on Information obtained from State Authorities  
and on the Laws of the Several States

STATE	CLASSIFICATION FEE 2/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE 3/
New York	1,2	County Clerks State Comptroller State General Fund	35 cents per registration and transfer, 20 cents per operator and chauffeur license, and 10 cents per learner's permit <u>Amount required</u> Remainder	Collection. County clerks from the counties of Albany, Kings, Queens, and New York do not receive any fee mentioned in preceding column. Refunds. Net revenues from motor-vehicle fees go into the State General Fund together with revenues from many other sources, and lose their identity. Appropriations for highway purposes are made from the State's general and capital construction funds, and may be considered as derived from motor-vehicle fees and other highway-user revenues insofar as highway appropriations do not exceed such revenues. Highway appropriations are to include amounts equivalent to motor-vehicle revenues as follows: Subject to appropriation for the construction and maintenance of county roads and to highways. Collection and administration. Subject to appropriation for the construction, reconstruction, maintenance, and repair of highways, bridges, and culverts under the direction of the Superintendent of Public Works. Refunds. Collection and administration. Subject to appropriation for highway or other purposes. Collection and administration. Subject to appropriation for highway or other purposes. Collection. - - -
	4,5,2 (Mileage Fees)	Counties (Outside New York City) State Department of Taxation and Finance State Department of Public Works State Comptroller State Department of Taxation and Finance State General Fund Public Service Commission State General Fund Local Enforcement Agents State General Fund State Department of Public Works Counties (Outside New York City)	25 percent Appropriation The residue Amount required Appropriation Remainder Appropriation Remainder Amount required The residue 75 percent of net 25 percent of net	
North Carolina	1,3,7,8,9,10 2	State Highway Fund Operators and Chauffeurs License Fund State General Fund	All All All	See Table G-106 for authorized distribution and expenditures. Collection and administration. Credited to Utilities Commission Account.
North Dakota	1,6,7,8,9,10 11	Motor Vehicle Registration Fund Operating Fund State Highway Operating Fund State Highway Construction Fund County Highway Aid Fund	All Appropriation Appropriation Remainder 50 percent 50 percent	Distributed as follows: Collection and administration. Administration. State highway construction and maintenance. Construction and maintenance of county roads and city streets leading up to and connecting Federal-aid and State highways. (Optional service charge in addition to regular fee.) Collection and administration. State Highway Patrol. Distributed to State Highway Construction Fund for construction and maintenance.
	2	Local Agents Driver License Department State Highway Patrol Motor Vehicle Registration Fund	10 cents per license Appropriation Appropriation All	
Ohio	4,5,1,5,2,11	Deputy Registrars Bureau of Motor Vehicles Counties and Municipalities County Equalization Fund Counties Counties Townships Deputy Registrars State Highway Department Maintenance and Road Fund State Highway Construction and Bond Retirement Fund State Highway Maintenance and Repair Fund	25 cents per registration Amount required Remainder 34 percent 5 percent 47 percent 9 percent 5 percent 25 cents per license All All All	Collection. (Service fees charged by local officials.) Maintenance and repair of State highways. May be used for retirement and interest on debt incurred by State for highway improvements. Collection and administration. Expenses of Highway Council. Construction on debt incurred by State for highway improvements. Retirement of and interest on debt incurred by State for highway improvement. Maintenance and repair of State highways. Collection and administration. Distributed as follows: May be used, as required, for retirement and interest on debt incurred by State for highway improvements. Maintenance and repair of State highways. Maintenance and repair of local roads and city streets.
	5,2 (Private Carrier and Irregular Route) 5,2 (Regular Route)	Motor Transportation Department, Public Utilities Commission State Highway Maintenance and Repair Fund Municipal Corporations and Counties	Amount required Remainder 50 percent 50 percent	



PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on Information Obtained from State Authorities and on the Laws of the Several States

TABLE M-106 (Sheet 6 of 7 Sheets)  
1/ Status as of January 1, 1955

STATE	CLASSIFICATION OF FEE	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE
Alabama	1	Motor License Agents County School Fund County Road Funds Municipalities Motor License Agents Highway Patrol Pension Fund State General Fund Tax Commission Fund Cities County and Towns Local Agents State General Fund State Treasurer State General Fund State Highway Construction and Maintenance Fund	50 cents per registration 5 percent 95 percent of auto and farm truck fees 71.25 percent of commercial vehicle fees 23.75 percent of commercial vehicle fees 10 cents per application 5 percent of net The residue 71 percent 15 percent 23.75 percent 25 cents per title The residue Amount required All	Collection. (Notary fees retained by local officials.) Collection and administration. County common schools. Local roads. City streets. Collection. The amount retained is 6 cents in counties over 65,000 population. Highway Patrol pension and retirement. State Highway Patrol supported from these revenues. Collection and administration. Local road purposes. City streets. Collection. (Notary fees retained by local officials.) State general purposes. Collection and administration. State general purposes. Construction and maintenance of State highways.
Oregon	1,7 2 3,4,5,1,11,13 8	State Highway Fund Motor Vehicle Accident Fund Public Utilities Commission State Highway Fund State Highway Fund Counties and Municipalities	All, less collection costs 25 cents per license Amount required 1/2 of receipts when prosecution initiated by State officer The residue	See Table G-106 for authorized distribution and expenditures. Public utilities. Collection and administration. See Table G-106 for authorized distribution and expenditures. - Local road and street funds.
Pennsylvania	1,2,7,10	Motor License Fund Motor License Fund State General Fund	All All All	See Table G-106 for authorized distribution and expenditures. School safe driving program supported from this fund. See Table G-106 for authorized distribution and expenditures. State general purposes.
Rhode Island	1,5,5,5,11	State General Fund	All	Subject to appropriation for highway or other purposes.
South Carolina	1,2,1	State Highway Fund	All	Construction, maintenance, and administration of State highways; maintenance of roadside parks; construction and maintenance of driveways and roads in State parks; surfacing of roads and streets in State institutions; interest and redemption, State highway certificates and county highway reimbursement obligations. Highway police functions. Maintenance of roadside parks. Collection and administration. City general purposes.
South Dakota	2,3,4,5,1 4,5 (Motor Carriers) 5,1,6 7,9,10 8 11,12,1	Public Service Commission Cities and Towns Motor Vehicle Fund County Motor Vehicle Fund Special Highway Fund Public Utilities Fund County Treasurer Driver's Permit Fund Motor Vehicle Fund State Highway Fund Motor Vehicle Fund State Highway Fund State School Fund Motor Carrier Fund	Amount required The residue 2 percent 45 percent 20 percent 10 percent 15 percent 75 percent 25 percent 5 percent All Appropriation The residue All All	Legislature appropriates from Motor Vehicle Fund for collection and administration of motor vehicle law. Any unexpended balances on July 1 of each year are transferred to the State Highway Fund. Construction and maintenance of county roads. Construction and maintenance of local roads. Construction and maintenance of streets and alleys. Construction, maintenance, and administration of State highways; State Highway Police. Collection and maintenance of records. Administration. Collection and administration paid for by appropriation by legislature from Motor Vehicle Fund. Any unexpended balances revert to State Highway Fund. Construction, maintenance, and administration of State highways; State Highway Police. Administration. School purposes. Available to the Public Utilities Commission to defray expenses of administration and collection of permits, etc.
Tennessee	1,9,10 2 5,1,11 7 8	County Court Clerks State General Fund Tax Administration Fund General Highway Fund County Court Clerks State General Fund State General Fund County Court Clerks State General Fund State General Fund	50 cents per registration 7 percent 10 percent 83 percent 25 cents per license The residue All 50 cents per title The residue All	Collection. (Service fees charged by local officials.) Collection and administration. State Highway Police. Construction, maintenance, and administration of State highways. (50 percent available to counties by law.) Collection. State general purposes. Collection and administration. Collection. (Service fees charged by local officials.) Collection and administration. Portion of these fines used to support State Highway Police.
Texas	1 2 5 6 11	County Assessor - Collector County Road and Bridge Funds State Highway Funds Operators and Chauffeurs License Fund State General Fund State Motor Carrier Fund and State Motor Transportation Fund State General Fund Available Free School Fund State General Fund State Highway Fund	Amount required 100 percent of first \$50,000; 50 percent of next \$250,000 of fees collected in each county The residue Amount required The residue Amount required The residue 25 percent 12 percent All	Local road construction and maintenance. Construction, maintenance, and administration of State highways. Collection and administration. As appropriated. Collection and administration. Education. Construction, maintenance, and administration of State highways.

Based on Information Obtained from State Authorities  
and on the Laws of the Several States

TABLE MV-106 (Sheet 7 of 7 Sheets)  
1/ Status as of January 1, 1955

STATE	CLASSIFICATION OF FEE 2/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE 3/
Utah	1 2 4, 11	Motor Vehicle Registration Fund State Tax Commission Department of Public Safety Department of Business Regulation Department of Motor Vehicle Safety Finance Commission General Fund Counties and Cities County Road Commission Department of Public Safety Highway Construction and Maintenance Fund	All Appropriation Appropriation Appropriation Appropriation Appropriation Appropriation Appropriation \$2,000,000 Remainder 50 percent All All	Redistributed by legislative appropriation as follows: Collection of fees and administration - \$700,000.00 biennium 1953-55 Operation of checking station - - - - - 28,665.00 Administration and services - - - - - 77,562.00 Financial Responsibility Department - - - 25,000.00 Administration - - - - - - - - - 12,000.00 Rental of office space in State Capitol - 8,800.00 Construction and maintenance of class B and C roads. Construction and maintenance of class B and C roads. State road construction and maintenance. Collection and administration. Construction and maintenance of highways.
Vermont	1, 2, 11	Highway Fund, State Treasury	All	See Table G-106 for authorized distribution and expenditures.
Virginia	1, 2, 3, 4, 1, 1, 11	State Highway Maintenance and Construction Fund Department of Agriculture and Forestry Division of Ground and Buildings Department of Law Division of Motor Vehicles, Department of Finance Department of State Police, Department of Finance Department of Highways State Corporation Commission	All Appropriation Appropriation Appropriation Appropriation Appropriation The residue All	Redistributed as follows: Inspection and analysis of motor fuel and inspection of measures. Operation, heating, etc. of building occupied by the Department of Highways and Division of Motor Vehicles. Legal services performed for Department of Highways. Administration of motor-vehicle and motor-fuel tax laws. State Police Patrol; highway safety and police radio. Construction of State highways; matching Federal aid. Collection and administration.
Washington	1 2 3, 5, 1, 11, 13 6	County Auditors Motor Vehicle Fund Farms and Parkways Fund Highway Safety Fund Public Service Revolving Fund State General Fund Cities and Towns State School Equalization Fund Counties and Cities Parks and Parkways Fund Highway Safety Fund	50 cents per registration All (exclusive of local service fee) \$.40 of original or renewal fee of \$.30 \$.50 of original or renewal fee. All fees for duplicates or information permits All 5 percent 17 percent 73 percent 50 percent 25 percent 25 percent	Collection and administration. (Service fees charged by local officials.) See Table G-106 for authorized distribution and expenditures. Expenditure in State parks. Collection, administration, and State Highway Police. Collection and administration. General State purposes. Police and fire protection and the preservation of public health. To counties for common school support. Local roads and city streets. Expenditures in State parks. Expenditures for State Highway Police.
West Virginia	1, 2, 7, 11 C	State Road Fund, Primary Road Fund  State Road Fund, Secondary Road Fund	All  All	Collection and administration; interest and redemption on State highway bonds; construction and maintenance of primary State highways; administrative expenses of the Commission. Construction and maintenance of secondary State highways, if not needed for debt service.
Wisconsin	1 2 11	Motor Vehicle Department State Highway Fund State Highway Fund Municipalities and Counties Public Service Commission State Highway Fund	As budgeted by the legislature to meet requirements The residue All fees from examinations conducted by Department, and renewal fees; 25 percent of fees from examinations conducted by local authorities 75 percent of fees from examinations conducted by local authorities Estimated amount required The residue	Collection, administration, and State Highway Patrol. See Table G-106 for authorized distribution and expenditures. Collection and administration. For services rendered in conducting examinations. Collection expense and regulation of carriers. See Table G-106 for authorized distribution and expenditures.
Wyoming	1 11 4, 5, 2, 11, 12, 1	State Treasurer State Highway Fund State Highway Department State Highway Fund	Amount required The residue All All, less collection expense	Costs of license plates and supplies. (Counties collect entire fees, and bear costs of all collection.) Construction, maintenance, and administration of State highways, including State Highway Patrol. Collection, administration, and safety education. Construction, maintenance, and administration of State highways, including State Highway Patrol.
District of Columbia	1, 2, 7 4, 5, 2	Highway Fund, Department of Highways General Fund, District of Columbia	All All	Administration; construction and maintenance of roads, streets, and alleys; expenses of Office of Director of Vehicles and Traffic and police control of traffic on the highways (this amount shall not exceed 15 percent of the total amount appropriated for pay and allowances of the Metropolitan Police Force). Collection expenses paid from General Fund.

2/ This summary includes provisions of laws enacted through August 1954.

3/ Motor-vehicle and motor-carrier revenues have been grouped, insofar as possible, in accordance with the following classifications:

- 1. Registration fee.
- 2. Personal-use taxes, including plate fee, tag fees, etc.
- 3. Operator's license fees.
- 4. Mileage, ton-mile, and franchise taxes.
- 5. Special license fees, franchise taxes, and special weight fees.
- 6. Special taxes, vehicle license fee (in lieu tax) in California; use tax in Kentucky; titling tax in Maryland and West Virginia; excise tax in North Dakota; sales tax in Texas; excise tax (in lieu tax) in Washington.
- 7. Certificate of title fees.
- 8. Fines and penalties. (Represents only that portion received and retained by the State.)
- 9. Dealers licenses.
- 10. Transfer and reregistration fees.
- 11. Certificate or permit fees.
- 12. Caravan or intrastate fees.
- 13. Miscellaneous fees. Supervision and inspection fees, etc.

In many States the motor-vehicle, motor-carrier, and motor-fuel revenues are credited to a common fund and thus lose their identity. For authorized expenditures from the common fund, see Table G-106.



# FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR VEHICLE USE 1/

Table E-5  
May 1954

Summary by Years

Calendar Year	Total Amount Collected by Bureau of Internal Revenue 2/					Estimates of Portions Paid by Highway Users 3/				
	Motor Fuel			Lubricating Oil	Motor-vehicle Use Tax	Total	Motor Fuel			Total
	Gasoline	Highway Diesel Fuel	Total				Gasoline	Highway Diesel Fuel	Total	
1919	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1920	-	-	2,066	2,066	2,066	-	-	-	-	2,066
1921	-	-	1,807	1,807	1,807	-	-	-	-	1,807
1922	-	-	1,796	1,796	1,796	-	-	-	-	1,796
1923	-	-	1,845	1,845	1,845	-	-	-	-	1,845
1924	-	-	2,088	2,088	2,088	-	-	-	-	2,088
1925	-	-	1,894	1,894	1,894	-	-	-	-	1,894
1926	-	-	1,871	1,871	1,871	-	-	-	-	1,871
1927	-	-	176	176	176	-	-	-	-	176
1928	62,840	-	62,840	7,067	-	69,907	56,870	-	56,870	60,969
1929	181,126	-	181,126	22,290	-	203,416	163,919	-	163,919	176,847
1930	170,109	-	170,109	24,844	-	194,953	153,949	-	153,949	168,358
1931	172,262	-	172,262	28,819	-	201,081	155,898	-	155,898	172,613
1932	186,542	-	186,542	28,986	-	215,528	168,820	-	168,820	185,632
1933	203,025	-	203,025	33,681	-	236,706	183,738	-	183,738	203,273
1934	200,881	-	200,881	30,495	-	231,376	181,797	-	181,797	199,484
1935	215,217	-	215,217	29,837	-	245,054	198,410	-	198,410	215,716
1936	281,654	-	281,654	34,420	-	316,074	258,632	-	258,632	278,597
1937	371,136	-	371,136	43,852	-	414,988	341,187	-	341,187	366,621
1938	336,685	-	336,685	41,176	-	377,861	300,317	-	300,317	534,357
1939	265,303	-	265,303	49,211	-	314,514	228,453	-	228,453	385,917
1940	328,598	-	328,598	66,283	-	394,881	236,587	-	236,587	389,286
1941	424,585	-	424,585	96,998	-	521,583	275,745	-	275,745	426,965
1942	413,953	-	413,953	73,442	-	487,395	369,346	-	369,346	404,394
1943	455,350	-	455,350	78,649	-	534,000	400,031	-	400,031	435,123
1944	498,363	-	498,363	81,884	-	580,247	431,778	-	431,778	467,760
1945	504,063	-	504,063	80,317	-	584,380	459,856	-	459,856	498,177
1946	551,450	-	551,450	91,718	-	643,168	509,466	-	509,466	551,629
1947	607,756	-	607,756	86,101	-	693,857	552,136	-	552,136	597,424
1948	851,538	-	851,538	92,289	-	943,827	786,072	-	786,072	848,800
1949	817,316	-	817,316	72,943	-	890,259	760,411	-	760,411	821,769
1950	-	180	180	-	-	180	-	180	-	-
1951	-	-	-	-	-	-	-	-	-	-
1952	-	-	-	-	-	-	-	-	-	-
1953	-	-	-	-	-	-	-	-	-	-
1954	-	-	-	-	-	-	-	-	-	-
1955	-	-	-	-	-	-	-	-	-	-

1/ Tax bases, rates, and effective dates are given in Table E-101.

2/ Since June 1, 1944 the Federal Government has paid the taxes on its own purchases, and the amounts are included in these columns.

3/ Estimated by Bureau of Public Roads.

4/ Totals for 1953 are not comparable with totals for prior years. Reports and payments to the Bureau of Internal Revenue were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

# FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS 1/

TABLE E-6  
MAY 1954

Summary by Years

Highway Statistics, 1953

Calendar Year	Total Amount Collected by Bureau of Internal Revenue 2/					Estimates of Portions Paid by Highway Users 3/				
	Automobiles and Motorcycles	Trucks, Buses, and Trailers	Parts and Accessories	Tires and Tubes	Total	Automobiles and Motorcycles	Trucks, Buses, and Trailers	Parts and Accessories	Tires and Tubes	Total
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
1917	-	-	-	-	5,276	-	-	-	-	5,276
1918	-	-	-	-	45,564	-	-	-	-	45,564
1919	-	-	-	-	89,592	-	-	-	-	89,592
1920	-	-	-	-	149,194	-	-	-	-	149,194
1921	-	-	-	-	99,967	-	-	-	-	99,967
1922	-	-	-	-	114,793	-	-	-	-	114,793
1923	-	-	-	-	155,797	-	-	-	-	155,797
1924	-	-	-	-	139,201	-	-	-	-	139,201
1925	-	-	-	-	143,431	-	-	-	-	143,431
1926	-	-	-	-	96,256	-	-	-	-	96,256
1927	-	-	-	-	60,504	-	-	-	-	60,504
1928	-	-	-	-	28,222	-	-	-	-	28,222
1932	4,222	720	1,900	7,545	14,387	4,222	720	1,900	7,545	14,387
1933	22,476	3,047	4,443	23,836	53,802	22,476	3,047	4,443	23,836	53,802
1934	31,534	5,261	5,886	24,704	67,385	31,534	5,261	5,886	24,704	67,385
1935	42,263	6,674	7,019	28,102	84,058	42,263	6,674	7,019	28,102	84,058
1936	56,476	8,044	8,748	38,242	111,510	56,476	8,044	8,748	38,242	111,510
1937	64,722	8,812	9,620	40,088	123,242	64,722	8,812	9,620	40,088	123,242
1938	29,405	5,230	7,068	26,772	68,475	29,405	5,230	7,068	26,772	68,475
1939	51,063	7,145	8,957	41,131	108,296	51,063	7,145	8,957	41,131	108,296
1940	71,275	9,285	12,147	45,091	137,798	71,275	9,285	12,147	45,091	137,798
1941	101,464	14,253	18,562	71,858	206,137	101,464	14,253	18,562	71,858	206,137
1942	26,890	13,329	26,121	25,357	91,697	26,890	13,329	26,121	25,357	91,697
1943	1,087	1,798	25,064	31,948	59,897	1,087	1,798	25,064	31,948	59,897
1944	1,560	10,120	38,776	54,250	104,706	1,560	10,120	37,400	47,731	96,811
1945	4,665	32,874	61,055	88,185	186,779	4,665	11,807	48,700	64,825	129,997
1946	111,921	42,719	81,245	159,128	395,013	111,659	42,518	81,111	158,724	394,012
1947	244,914	75,506	117,103	171,156	608,679	244,332	74,969	114,888	170,061	604,250
1948	275,456	135,608	129,028	158,944	699,036	274,728	132,764	123,936	155,182	686,610
1949	448,875	114,532	98,323	146,308	808,038	448,193	110,238	94,064	129,991	782,486
1950	562,752	117,200	101,128	183,676	964,756	562,029	113,237	88,226	164,350	927,842
1951	579,203	126,335	127,595	172,644	1,005,737	577,884	105,967	120,364	146,136	950,351
1952	601,852	187,837	187,357	164,510	1,441,556	601,092	108,400	174,251	134,429	1,018,172
1953 4/	905,602	187,773	150,711	169,993	1,414,079	905,250	163,295	144,954	148,218	1,361,717
1954										
1955										

1/ Tax bases, rates, and effective dates are given in Table E-101.

2/ Since June 1, 1944 the Federal Government has paid these taxes on its own purchases, and the amounts are included in these columns.

3/ Estimated by Bureau of Public Roads.

4/ Totals for 1953 are not comparable with totals for prior years. Reports and payments to the Bureau of Internal Revenue were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.



# ESTIMATED AMOUNTS OF FEDERAL MOTOR FUEL AND LUBRICATING OIL TAXES PAID BY HIGHWAY USERS - 1953<sup>1/</sup>

TABLE E-7, 1953  
ISSUED OCTOBER 1954

STATE	MOTOR FUEL	LUBRICATING OIL	TOTAL
	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	12,208	718	12,926
Arizona	5,553	326	5,879
Arkansas	7,606	447	8,053
California	71,696	4,215	75,911
Colorado	8,160	480	8,640
Connecticut	10,873	639	11,512
Delaware	2,097	123	2,220
Florida	17,912	1,053	18,965
Georgia	16,562	974	17,536
Idaho	3,647	214	3,861
Illinois	42,204	2,481	44,685
Indiana	24,395	1,434	25,829
Iowa	14,937	878	15,815
Kansas	11,332	666	11,998
Kentucky	11,718	689	12,407
Louisiana	11,265	662	11,927
Maine	4,589	270	4,859
Maryland	11,423	671	12,094
Massachusetts	18,905	1,111	20,016
Michigan	36,401	2,140	38,541
Minnesota	15,228	895	16,123
Mississippi	8,796	517	9,313
Missouri	22,580	1,327	23,907
Montana	4,104	241	4,345
Nebraska	8,161	480	8,641
Nevada	1,931	114	2,045
New Hampshire	2,683	158	2,841
New Jersey	26,835	1,577	28,412
New Mexico	5,098	300	5,398
New York	52,286	3,174	55,460
North Carolina	18,971	1,115	20,086
North Dakota	2,881	169	3,050
Ohio	44,644	2,624	47,268
Oklahoma	12,264	721	12,985
Oregon	9,553	562	10,115
Pennsylvania	45,309	2,663	47,972
Rhode Island	3,481	205	3,686
South Carolina	9,585	563	10,148
South Dakota	3,821	225	4,046
Tennessee	14,191	834	15,025
Texas	50,687	2,980	53,667
Utah	3,888	229	4,117
Vermont	1,964	115	2,079
Virginia	17,022	1,001	18,023
Washington	12,985	763	13,748
West Virginia	7,237	425	7,662
Wisconsin	17,399	1,023	18,422
Wyoming	2,720	160	2,880
District of Columbia	3,687	217	3,904
Continental U. S.	773,474	45,468	818,942
Alaska	715	42	757
Hawaii	1,955	115	2,070
Total	<sup>2/</sup> 776,144	45,625	<sup>3/</sup> 821,769

<sup>1/</sup> Both the highway-user portion of total taxes paid and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

<sup>2/</sup> Includes \$15,733,000 from tax on diesel fuel used on the highways.

<sup>3/</sup> Totals for 1953 are not comparable with totals for prior years. Reports and payments to the Bureau of Internal Revenue were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

# ESTIMATED AMOUNTS OF FEDERAL VEHICLE AND AUTOMOTIVE PRODUCTS TAXES PAID BY HIGHWAY USERS - 1953 1/

TABLE E-8, 1953  
ISSUED OCTOBER 1954

STATE	AUTOMOBILES AND MOTORCYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	11,188	3,439	2,280	2,331	19,238
Arizona	3,923	1,253	1,037	1,060	7,273
Arkansas	6,548	3,212	1,421	1,452	12,633
California	71,270	12,135	13,390	13,692	110,487
Colorado	7,014	1,956	1,524	1,553	12,052
Connecticut	13,794	1,437	2,031	2,076	19,338
Delaware	2,912	479	392	401	4,184
Florida	18,958	4,084	3,345	3,421	29,808
Georgia	14,898	4,102	3,093	3,162	25,255
Idaho	3,742	1,331	611	696	6,480
Illinois	63,919	7,601	7,832	3,060	87,412
Indiana	28,800	5,094	4,556	4,659	43,109
Iowa	15,866	3,533	2,790	2,853	25,042
Kansas	13,085	3,198	2,116	2,164	20,563
Kentucky	11,400	3,242	2,133	2,238	19,068
Louisiana	12,224	3,454	2,104	2,151	19,933
Maine	3,822	973	357	876	6,528
Maryland	14,087	1,960	2,133	2,181	20,361
Massachusetts	25,111	2,151	3,531	3,610	34,403
Michigan	66,656	7,139	6,778	6,751	87,544
Minnesota	19,465	3,334	2,844	2,908	28,551
Mississippi	7,111	3,215	1,643	1,630	13,619
Missouri	25,181	5,086	4,217	4,312	38,796
Montana	3,915	1,400	767	784	6,866
Nebraska	9,173	2,296	1,524	1,559	14,552
Nevada	1,235	373	361	369	2,338
New Hampshire	2,783	512	501	512	4,308
New Jersey	33,225	4,112	5,012	5,125	47,474
New Mexico	3,345	1,125	952	974	6,396
New York	76,348	8,348	3,705	9,735	101,446
North Carolina	17,372	4,670	3,543	3,623	29,208
North Dakota	3,790	1,072	539	550	5,950
Ohio	56,519	7,439	8,339	8,525	80,821
Oklahoma	12,331	3,895	2,290	2,342	20,858
Oregon	9,530	2,347	1,734	1,824	15,535
Pennsylvania	65,019	3,393	2,412	8,653	90,527
Rhode Island	4,355	466	650	665	6,146
South Carolina	8,540	2,169	1,790	1,831	14,330
South Dakota	3,400	356	714	730	5,800
Tennessee	13,910	3,654	2,650	2,710	22,924
Texas	50,587	13,099	9,466	9,679	82,831
Utah	3,445	831	726	742	5,744
Vermont	1,995	473	367	375	3,210
Virginia	17,037	3,095	3,177	3,251	26,562
Washington	10,736	2,401	2,425	2,430	18,042
West Virginia	6,406	1,702	1,352	1,382	11,342
Wisconsin	20,327	3,289	3,249	3,323	30,688
Wyoming	2,096	784	508	519	3,907
District of Columbia	3,918	477	689	704	5,788
Continental U. S.	903,371	162,796	144,455	147,708	1,358,330
Alaska	458	416	134	137	1,145
Hawaii	1,421	83	365	373	2,242
Total	905,250	163,295	144,954	148,218	2/ 1,361,717

1/ Both the highway-user portion of total taxes and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

2/ Totals for 1953 are not comparable with totals for prior years. Reports and payments to the Bureau of Internal Revenue were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.



# FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE 6-101  
JANUARY 1954

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	MANUFACTURERS EXCISE TAXES										MOTOR-VEHICLE USE TAXES  (FLAT RATE, ANNUALLY)
	MOTOR VEHICLES AND PARTS										
	GASOLINE 1/ (CENTS PER GALLON)	DIESEL 2/ (CENTS PER GALLON)	LUBRICATING OIL 3/ (CENTS PER GALLON)	AUTOMOBILES AND MOTORCYCLES (PERCENT OF MANUFACTURERS SALES PRICE)	BUSSES (PERCENT OF MANUFACTURERS SALES PRICE)	TRUCKS (PERCENT OF MANUFACTURERS SALES PRICE)	TRAILERS (PERCENT OF MANUFACTURERS SALES PRICE)	PARTS AND ACCESSORIES (PERCENT OF MANUFACTURERS SALES PRICE)	TIRES 4/ 5	TUBES 4/ 5	
OCTOBER 4, 1917	-	-	-	3 PERCENT	3 PERCENT	3 PERCENT	-	-	-	-	-
JANUARY 1, 1919	-	-	-	→	→	→	-	-	-	-	AUTOMOBILES FOR HIRE \$10 FOR 7-PASSENGER OR LESS, \$20 FOR OVER 7
FEBRUARY 25, 1919	-	-	-	5 PERCENT	5 PERCENT	→	-	5 PERCENT	5 PERCENT	5 PERCENT	-
JULY 3, 1924	-	-	-	→	→	EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	2-1/2 PERCENT	2-1/2 PERCENT	2-1/2 PERCENT	→
FEBRUARY 26, 1926	-	-	-	→	→	REPEALED	-	REPEALED	REPEALED	REPEALED	→
MARCH 29, 1926	-	-	-	3 PERCENT	3 PERCENT	-	-	-	-	-	REPEALED
JUNE 30, 1926	-	-	-	→	→	-	-	-	-	-	-
MAY 29, 1928	-	-	-	REPEALED	REPEALED	-	-	-	-	-	-
JUNE 21, 1932	1 CENT	-	4 CENTS	3 PERCENT	3 PERCENT	2 PERCENT	-	2 PERCENT	2-1/4 CENTS A POUND	4 CENTS A POUND	-
JUNE 17, 1933	1-1/2 CENTS	-	→	→	→	→	-	→	→	→	-
JANUARY 1, 1934	1 CENT	-	→	→	→	→	-	→	→	→	-
JULY 1, 1940	1-1/2 CENTS	-	4-1/2 CENTS	3-1/2 PERCENT	3-1/2 PERCENT	2-1/2 PERCENT	-	2-1/2 PERCENT	2-1/2 CENTS A POUND	4-1/2 CENTS A POUND	-
OCTOBER 1, 1941	-	-	→	7 PERCENT	5 PERCENT	5 PERCENT	HOUSE TRAILERS, 7 PERCENT; ALL OTHERS, 5 PERCENT	5 PERCENT	5 CENTS A POUND	9 CENTS A POUND	-
FEBRUARY 1, 1942	-	-	→	→	→	→	→	→	→	→	ALL MOTOR VEHICLES, \$5
NOVEMBER 1, 1942	-	-	6 CENTS	→	→	→	→	→	→	→	→
JUNE 30, 1946	→	-	→	→	→	→	→	→	→	→	REPEALED
NOVEMBER 1, 1951	2 CENTS	2 CENTS	→	10 PERCENT	8 PERCENT	8 PERCENT	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	8 PERCENT	→	→	-
EXISTING RATES, JANUARY 1, 1955	2 CENTS	2 CENTS	6 CENTS	10 PERCENT	8 PERCENT	8 PERCENT	HOUSE TRAILERS EXEMPTED; ALL OTHERS, 8 PERCENT	8 PERCENT	5 CENTS A POUND	9 CENTS A POUND	-
1/ TAX IS APPLIED TO ALL GASOLINE, AND TO CLOSELY RELATED FUELS USED IN THE PROPULSION OF MOTOR VEHICLES, MOTOR BOATS, OR AIRPLANES. THESE "CLOSELY RELATED FUELS" INCLUDE LIQUEFIED GASES BUT DO NOT INCLUDE DIESEL FUEL. 2/ TAX IS APPLIED TO DIESEL FUEL USED IN HIGHWAY VEHICLES. 3/ TAX IS APPLIED TO ALL LUBRICATING OIL, REGARDLESS OF USE.											
4/ PERCENT OF MANUFACTURER'S SALES PRICE TO FEBRUARY 26, 1926; REENACTED EFFECTIVE JUNE 21, 1932, ON CENTS-PER- POUND BASIS, BUT APPLICABLE TO ALL TIRES AND TUBES, NOT LIMITED TO THOSE FOR AUTOMOTIVE VEHICLES. TIRES AND TUBES FOR TOYS EXEMPTED EFFECTIVE NOVEMBER 1, 1951.											

1/ TAX IS APPLIED TO ALL GASOLINE, AND TO CLOSELY RELATED FUELS USED IN THE PROPULSION OF MOTOR VEHICLES, MOTOR BOATS, OR AIRPLANES. THESE "CLOSELY RELATED FUELS" INCLUDE LIQUEFIED GASES BUT DO NOT INCLUDE DIESEL FUEL.

2/ TAX IS APPLIED TO DIESEL FUEL USED IN HIGHWAY VEHICLES.

3/ TAX IS APPLIED TO ALL LUBRICATING OIL, REGARDLESS OF USE.

4/ PERCENT OF MANUFACTURERS SALES PRICE TO FEBRUARY 26, 1926, REPEALED EFFECTIVE JUNE 21, 1932, ON CENTS-PER-POUND BASIS, BUT APPLICABLE TO ALL TIRES AND TUBES, NOT LIMITED TO THOSE FOR AUTOMOTIVE VEHICLES. TIRES AND TUBES FOR TOYS EXEMPTED EFFECTIVE NOVEMBER 1, 1951.





## HIGHWAY FINANCE

State income and expenditures for highways are reported in tables SF-1 through 6, and the receipts and disbursements for collecting and administering highway-user taxes are given in tables SF-9 and 10. Income, expenditures, and debt of counties and other local rural units and of municipalities are reported on pages 89-98.

### STATE HIGHWAY FINANCE

Tables SF-1 and 2 summarize the receipts and disbursements of all State highway-user taxes, including any portions used for nonhighway purposes, and all other income (including Federal aid) available to the States for highways. Also included are the transactions of interstate and intrastate toll facilities operated by State or quasi-State agencies. Tables SF-3 and 4 show the portions of these revenues and expenditures for roads and streets under State control. The amounts exclusive of toll-facility revenues and expenditures are shown in tables SF-3A and 4A; the detailed transactions of special toll authorities are given in tables SF-3B and 4B. Tables SF-5 and 6 give the portions of the States' income and expenditure that were for local roads and streets. Details of construction, maintenance, and administrative costs are given in supplement 1 to SF-4.

In 1953, State revenue for highways, including road-user revenues, tolls, sale of bonds, general revenues appropriated, and Federal-aid funds, reached a gross total of \$5,402 million, but \$304 million of the total derived from tolls and road-user taxes were used under State laws for nonhighway purposes, and \$129 million for collection of taxes and fees, thus reducing to \$4,969 million the amount available for highways. In terms of purchasing power, this is an increase of 58 percent over the amount available for highways in 1941. However, traffic and design requirements have increased at a rate even faster than that of revenues. Of total revenues, 64 percent came from current State taxes, comprised of levies on motor fuel, 40 percent, motor vehicles, 22 percent, and motor carriers, 2 percent. Appropriations from general funds, with other State taxes, accounted for 1 percent of the total revenue. Tolls provided 3 percent, Federal funds, 10 percent, bonds, 20 percent, and miscellaneous, 2 percent.

State disbursements for highways totaled \$4,452 million in 1953, of which \$2,435 million were expend-

ed for highway construction (includes right-of-way and engineering costs), an increase of 17 percent over 1952. Allocations of State revenues to local governments for highway purposes totaled \$808 million, or 18 percent of total highway disbursements.

The inability of the States to obtain sufficient revenue from existing tax structures, and the pressing need for road modernization, caused several States to make further resort to toll roads. In 1953, \$625 million of toll-road bonds were sold, and about 2,662 miles of toll roads were in operation or under construction.

### STATE OBLIGATIONS FOR HIGHWAYS

Tables SB-1, 2, 2B, and 3 present information on State obligations for highways issued and redeemed during 1953, and outstanding at the end of the year, including State-assumed local obligations, State issues for local roads, and obligations of the State to reimburse local governments for their contributions to the cost of State highways or local roads and streets now on the State systems. Special toll-revenue issues for bridges and for other highway facilities are included only if the facilities are administered by State or by quasi-State agencies. A distinction has been made in table SB-2B between general obligations backed by the full credit of the State, and limited obligations for which only specific revenues have been pledged.

The total outstanding highway debt of State and quasi-State agencies at the end of 1953 was \$4,015 million. Deducting \$277 million in sinking fund and debt reserves, the net State debt for highways was \$3,738 million, a 30-percent increase over 1952. The amounts are itemized in table SB-2.

### STATE CONSTRUCTION CONTRACT AWARDS

Table CA-3 reports highway construction contract awards and force account authorizations by the State agencies for highways. For calendar year 1953, total awards amounted to \$2,321 million, an increase of 37 percent over 1952. Of the contracts awarded during 1953, \$799 million (34.4 percent) were for construction of toll facilities, of which 87.1 percent were for toll roads and 12.9 percent for toll crossing facilities. Since large projects often require more than one year for completion, the mileage for which contracts were awarded, as shown in table CA-3, was not completed in 1953.

## STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS - SUMMARY - 1953

TABLE SF-1, 1953  
ISSUED OCTOBER 1954

STATE	BALANCES ON JANUARY 1, 1953		RECEIPTS FROM CURRENT STATE INFOS 3/				OTHER RECEIPTS				TOTAL RECEIPTS
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL		HIGHWAY-USER REVENUE 1/		APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE INFOS 2/	FEDERAL FUNDS		TOTAL
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	37,695	-	37,695	43,162	3,431	1,312	-	429	11,882	97	12,458
Arizona	6,035	-	6,035	15,402	4,853	2,168	-	-	6,068	710	7,592
Arkansas	29,646	15,288	44,934	29,646	10,456	39,105	-	-	6,504	391	7,592
California	63,263	14,655	77,918	293,281	144,668	355,753	11,219	-	31,773	3,968	46,662
Colorado	5,147	1,485	6,632	26,167	6,561	36,169	440	-	10,211	1,612	12,048
Connecticut	31,633	3,475	35,108	23,752	12,032	35,784	4,197	-	4,817	-	9,391
Delaware	3,506	3,475	6,981	3,506	6,366	9,872	6,366	-	1,340	-	9,391
Florida	31,467	5,694	37,161	73,332	30,569	104,586	1,839	-	6,702	415	7,597
Georgia	26,172	-	26,172	56,017	6,407	172	-	-	13,083	3	23,627
Idaho	3,581	573	4,154	11,266	5,046	186	548	-	6,556	1,179	8,378
Illinois	57,311	-	57,311	113,164	71,105	184,269	-	-	26,011	1,463	32,572
Indiana	11,847	-	11,847	50,553	29,630	80,587	-	-	12,937	1	13,340
Iowa	6,600	-	6,600	35,351	39,060	68,244	524	-	7,521	-	7,648
Kansas	12,532	846	13,378	31,116	13,823	44,941	-	-	4,076	2,971	17,596
Kentucky	12,789	83	12,872	46,488	15,615	62,103	311	-	2,346	420	2,836
Louisiana	43,083	9,505	52,588	43,457	19,752	63,209	10,236	-	6,848	1,918	14,559
Maine	13,323	1,386	14,709	15,198	114	23,637	-	-	5,102	-	5,102
Massachusetts	16,662	11,119	27,781	36,168	21,044	57,212	-	-	3,644	1,282	4,926
Michigan	36,240	1,556	37,796	50,216	21,238	71,454	-	-	17,077	-	17,077
Minnesota	82,771	1,003	83,774	87,166	56,140	143,306	2,473	-	14,937	100	15,037
Mississippi	45,886	-	45,886	41,279	29,616	70,895	-	-	13,703	-	13,703
Missouri	16,720	2,193	18,913	33,959	8,523	42,482	-	-	48,637	-	48,637
Montana	38,682	1,373	40,055	36,991	26,213	63,204	5,000	-	19,173	-	19,173
Nebraska	1,136	5,690	6,826	12,368	5,787	18,155	1,13	-	5,751	-	5,751
Nevada	-	-	-	25,753	1,955	27,708	-	-	33,610	-	33,610
New Hampshire	327	-	327	4,996	7,067	12,063	-	-	7,565	-	7,565
New Jersey	9,051	1,078	10,129	7,343	5,085	12,428	-	-	2,289	1	2,290
New Mexico	193,293	1,064	194,357	42,730	49,772	92,502	-	-	11,240	-	11,240
New York	4,772	-	4,772	16,662	6,206	22,868	-	-	24,340	-	24,340
North Carolina	193,293	81,396	274,689	117,516	99,344	216,860	-	-	30,288	55	30,343
North Dakota	5,606	236	5,842	7,735	1,472	9,207	-	-	10,210	38	10,248
Ohio	296,486	36,713	333,199	103,231	67,021	170,252	336	-	7,302	-	7,302
Oklahoma	28,347	1,349	29,696	45,543	26,577	72,120	9,223	-	25,727	2,921	28,648
Oregon	19,402	-	19,402	30,518	12,304	42,822	-	-	8,163	-	8,163
Pennsylvania	102,193	22,692	124,885	122,535	10,144	132,679	-	-	8,859	1,33	10,192
Rhode Island	5,052	-	5,052	7,651	59	7,710	-	-	27,220	-	27,220
South Carolina	10,567	1,534	12,101	40,118	2,409	42,527	-	-	3,687	-	3,687
South Dakota	4,713	7,949	12,662	18,516	6,935	25,451	-	-	5,991	-	5,991
Tennessee	9,740	5,515	15,255	50,545	16,093	66,638	-	-	10,480	-	10,480
Texas	57,933	8,573	66,506	110,667	84,730	195,397	-	-	2,347	659	2,996
Utah	1,662	-	1,662	12,032	3,132	15,164	-	-	6,944	11	6,955
Vermont	1,003	337	1,340	5,625	61	5,686	-	-	2,407	-	2,407
Virginia	6,392	3,261	9,653	56,045	16,243	72,288	-	-	13,051	1,858	14,909
Washington	16,286	1,807	18,093	47,750	617	48,367	-	-	8,026	-	8,026
West Virginia	85,215	18,475	103,690	19,831	37,054	56,885	-	-	4,193	-	4,193
Wisconsin	36,127	-	36,127	38,375	29,392	67,767	-	-	10,203	-	10,203
Wyoming	5,511	-	5,511	7,950	1,756	9,706	-	-	5,134	-	5,134
Dist. of Col.	8,470	-	8,470	10,019	3,524	13,543	-	-	1,549	-	1,549
Total	1,671,983	318,755	1,990,738	2,167,956	1,179,115	3,347,071	34,246	26,185	3,533,889	58,596	3,592,485

1/ This table is one of a series on State highway finance. Tables SF-1 and 2 summarize the receipts and disbursements of (1) State highway revenue, including amounts allocated for nonhighway purposes, (2) tolls, other receipts and disbursements by the State for highways, Tables SF-3 and 4 record receipts and disbursements by the State for local roads and streets; Tables SF-5 and 6, receipts and disbursements by the State for local roads and streets; Tables SF-7 and 8, receipts and disbursements by the State for local roads and streets; Tables SF-9 and 10, receipts and disbursements by the State for local roads and streets; Tables SF-11 and 12, receipts and disbursements by the State for local roads and streets; Tables SF-13 and 14, receipts and disbursements by the State for local roads and streets; Tables SF-15 and 16, receipts and disbursements by the State for local roads and streets; Tables SF-17 and 18, receipts and disbursements by the State for local roads and streets; Tables SF-19 and 20, receipts and disbursements by the State for local roads and streets; Tables SF-21 and 22, receipts and disbursements by the State for local roads and streets; Tables SF-23 and 24, receipts and disbursements by the State for local roads and streets; Tables SF-25 and 26, receipts and disbursements by the State for local roads and streets; Tables SF-27 and 28, receipts and disbursements by the State for local roads and streets; Tables SF-29 and 30, receipts and disbursements by the State for local roads and streets; Tables SF-31 and 32, receipts and disbursements by the State for local roads and streets; Tables SF-33 and 34, receipts and disbursements by the State for local roads and streets; Tables SF-35 and 36, receipts and disbursements by the State for local roads and streets; Tables SF-37 and 38, receipts and disbursements by the State for local roads and streets; Tables SF-39 and 40, receipts and disbursements by the State for local roads and streets; Tables SF-41 and 42, receipts and disbursements by the State for local roads and streets; Tables SF-43 and 44, receipts and disbursements by the State for local roads and streets; Tables SF-45 and 46, receipts and disbursements by the State for local roads and streets; Tables SF-47 and 48, receipts and disbursements by the State for local roads and streets; Tables SF-49 and 50, receipts and disbursements by the State for local roads and streets; Tables SF-51 and 52, receipts and disbursements by the State for local roads and streets; Tables SF-53 and 54, receipts and disbursements by the State for local roads and streets; Tables SF-55 and 56, receipts and disbursements by the State for local roads and streets; Tables SF-57 and 58, receipts and disbursements by the State for local roads and streets; Tables SF-59 and 60, receipts and disbursements by the State for local roads and streets; Tables SF-61 and 62, receipts and disbursements by the State for local roads and streets; Tables SF-63 and 64, receipts and disbursements by the State for local roads and streets; Tables SF-65 and 66, receipts and disbursements by the State for local roads and streets; Tables SF-67 and 68, receipts and disbursements by the State for local roads and streets; Tables SF-69 and 70, receipts and disbursements by the State for local roads and streets; Tables SF-71 and 72, receipts and disbursements by the State for local roads and streets; Tables SF-73 and 74, receipts and disbursements by the State for local roads and streets; Tables SF-75 and 76, receipts and disbursements by the State for local roads and streets; Tables SF-77 and 78, receipts and disbursements by the State for local roads and streets; Tables SF-79 and 80, receipts and disbursements by the State for local roads and streets; Tables SF-81 and 82, receipts and disbursements by the State for local roads and streets; Tables SF-83 and 84, receipts and disbursements by the State for local roads and streets; Tables SF-85 and 86, receipts and disbursements by the State for local roads and streets; Tables SF-87 and 88, receipts and disbursements by the State for local roads and streets; Tables SF-89 and 90, receipts and disbursements by the State for local roads and streets; Tables SF-91 and 92, receipts and disbursements by the State for local roads and streets; 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Tables SF-115 and 116, receipts and disbursements by the State for local roads and streets; Tables SF-117 and 118, receipts and disbursements by the State for local roads and streets; Tables SF-119 and 120, receipts and disbursements by the State for local roads and streets; Tables SF-121 and 122, receipts and disbursements by the State for local roads and streets; Tables SF-123 and 124, receipts and disbursements by the State for local roads and streets; Tables SF-125 and 126, receipts and disbursements by the State for local roads and streets; Tables SF-127 and 128, receipts and disbursements by the State for local roads and streets; Tables SF-129 and 130, receipts and disbursements by the State for local roads and streets; Tables SF-131 and 132, receipts and disbursements by the State for local roads and streets; Tables SF-133 and 134, receipts and disbursements by the State for local roads and streets; Tables SF-135 and 136, receipts and disbursements by the State for local roads and streets; 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# DISBURSEMENTS FROM STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS - SUMMARY - 1953-54

TABLE SF-2, 1953  
ISSUED OCTOBER 1954

Compiled for Calendar Year  
from Reports of State Authorities

STATE	EXPENSE OF COLLECTING AND ADMIN- ISTERING HIGHWAY- USER REVENUES	DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS					EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS 5/				EXPENDITURES AND FUND TRANSFERS FOR HIGHWAY PURPOSES 5/				BALANCES ON DECEMBER 31, 1953			
		CONSTRUC- TION, MAINTENANCE AND ADMINIS- TRATION 2/	STATE HIGHWAY POLICE AND SAFETY	BOND INTEREST 3/	SUBSIDIAL, CURRENT EXPEN- DITURES 4/	TOTAL	COUNTY AND OTHER LOCAL ROADS 2/	CITY STREETS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	TO STATE AND LOCAL GENERAL FUNDS	EDUCATION, SERVICE OF NON- HIGHWAY DEPT., ETC.	TOTAL	DISBURSE- MENTS	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	
Alabama	1,938	30,690	2,660	1,045	34,395	36,573	2/ 32,973	3,395	-	36,358	-	-	-	74,869	29,674	-	29,674	
Arizona	1,361	21,673	1,042	1,042	22,715	27,715	2/ 4,990	1,540	-	6,490	-	-	-	19,566	14,184	-	14,184	
Arkansas	402	23,685	680	3,653	284,944	299,195	2/ 8,112	26,818	-	104,556	67,746	6/ 2,438	70,184	421,635	128,889	30,541	159,430	
California	17,700	208,252	12,677	4,015	224,944	229,195	2/ 77,678	26,818	-	104,556	67,746	6/ 2,438	70,184	421,635	128,889	30,541	159,430	
Colorado	2,198	30,293	1,490	257	32,040	33,931	2/ 12,048	997	-	13,045	68	-	68	49,242	4,362	1,616	5,978	
Connecticut	2,387	37,000	1,863	204	39,069	40,081	2/ 5,750	1,669	-	7,419	-	-	-	49,887	11,192	3,490	14,682	
Delaware	2,594	13,041	2,218	1,790	16,049	18,000	2/ 10	10	-	10	-	-	-	2,657	2,804	7,053	9,857	
Florida	3,050	59,874	1,283	1,286	60,000	60,000	2/ 5,170	-	7,765	12,955	29,173	-	29,173	105,178	34,399	6,302	40,701	
Georgia	1,085	48,917	2,637	23	51,577	51,577	2/ 20,439	-	-	20,439	-	-	-	73,101	38,923	371	39,294	
Iaho	4,438	16,590	4,405	-	21,995	21,995	2/ 6,683	1,099	-	6,683	-	-	-	24,310	4,417	-	24,310	
Illinois	6,293	101,225	4,826	1,783	107,834	115,135	2/ 34,345	11,186	-	35,531	1,044	-	1,044	156,272	78,190	238	78,428	
Indiana	3,040	57,909	2,159	-	60,068	60,068	2/ 24,345	11,186	-	35,531	1,044	-	1,044	99,683	6,091	-	6,091	
Iowa	1,988	35,252	1,692	-	37,244	37,244	2/ 15,427	6,393	-	17,771	1,60	-	1,60	86,488	7,702	846	7,702	
Kansas	3,213	43,435	3,934	-	47,369	47,369	2/ 15,427	6,393	-	17,771	1,60	-	1,60	66,513	11,961	107	12,068	
Kentucky	2,594	63,416	3,427	76	66,919	67,163	2/ 6,999	2,344	-	7,343	-	-	-	76,416	14,681	107	14,788	
Louisiana	2,108	59,087	1,769	2,853	63,709	65,751	2/ 9,042	1,394	-	10,460	-	-	-	78,339	61,284	10,714	71,998	
Maine	586	38,055	992	4,080	43,077	44,435	2/ 21,473	211	-	1,684	-	-	-	66,705	69,012	6,891	75,903	
Maryland	1,688	43,207	3,087	2,364	48,640	48,640	2/ 21,473	211	-	1,684	-	-	-	84,562	25,271	14,999	40,270	
Massachusetts	4,421	84,852	1,959	2,162	89,465	91,419	2/ 3,162	24,323	-	9,933	983	-	983	114,536	34,739	1,959	36,698	
Michigan	4,284	103,241	3,843	-	109,326	109,326	2/ 55,449	24,523	-	79,972	-	-	-	193,948	77,096	2,940	80,036	
Minnesota	2,349	62,362	1,632	-	63,994	63,994	2/ 21,306	256	-	21,562	160	-	160	88,065	46,660	-	46,660	
Mississippi	1,853	30,467	1,557	2,042	33,766	36,316	2/ 26,955	-	-	26,955	-	-	-	65,104	21,563	2,689	24,252	
Missouri	2,689	75,058	2,310	1,332	78,700	82,706	2/ 1,890	-	-	1,890	-	-	-	86,685	43,943	727	44,670	
Montana	553	17,903	737	221	18,661	18,661	2/ 2,850	69	-	2,919	-	-	-	22,333	2,434	7,127	9,561	
Nebraska	1,073	18,944	1,157	-	20,151	20,151	2/ 15,382	1,210	-	16,592	77	-	77	37,893	2,225	-	2,225	
Nevada	351	11,133	295	304	11,727	11,727	2/ 8,831	7,147	-	1,831	-	-	-	12,281	2,200	-	2,200	
New Hampshire	364	14,869	661	16,166	15,924	17,393	2/ 8,831	7,147	-	1,831	-	-	-	19,590	1,815	1,199	3,014	
New Jersey	7,088	147,528	4,780	-	168,474	159,685	2/ 17,844	25,901	-	17,844	-	-	-	251,338	292,860	34,624	287,484	
New Mexico	1,108	24,543	576	331	25,450	27,610	2/ 2,384	-	-	2,384	787	-	787	31,889	6,654	1,301	7,955	
New York	9,395	321,087	3,937	12,443	338,267	371,478	2/ 40,108	5,244	-	40,108	89,792	6/ 6,896	96,688	133,202	58,366	81,788	332,992	
North Carolina	3,165	106,081	3,968	4,435	114,464	121,964	2/ 5,244	5,244	-	5,244	2,468	-	2,468	133,202	58,366	30,356	88,722	
North Dakota	963	16,590	371	9	16,970	16,970	2/ 7,783	-	-	7,783	-	-	-	25,316	7,612	815	8,427	
Ohio	5,967	140,437	4,809	10,827	156,073	156,073	2/ 58,370	29,009	-	87,379	-	-	-	249,419	279,162	25,886	305,048	
Oklahoma	1,306	56,157	2,710	1,332	60,239	60,239	2/ 26,655	1,342	-	29,977	-	-	-	132,464	12,042	-	12,042	
Oregon	2,902	54,211	1,840	572	56,623	58,398	2/ 11,727	1,659	-	16,586	-	-	-	78,668	45,581	942	46,530	
Pennsylvania	5,627	217,761	11,600	11,078	240,439	258,798	2/ 21,615	5,957	-	27,572	-	-	-	292,144	182,685	33,796	216,481	
Rhode Island	611	10,206	449	319	10,974	11,436	2/ 1,26	1,767	-	1,893	4,908	-	4,908	18,848	4,112	1,550	5,662	
South Carolina	1,187	37,949	1,351	1,279	40,579	48,856	2/ 5,544	-	-	5,544	1,136	-	1,136	56,723	17,260	8,619	25,879	
South Dakota	286	23,695	282	-	23,977	23,977	2/ 8,488	502	-	8,930	1,136	-	1,136	33,173	5,447	-	29,726	
Tennessee	1,594	36,869	2,106	898	39,873	43,082	2/ 3,209	4,483	-	32,454	3,562	-	3,562	80,692	25,285	12,903	37,788	
Texas	7,664	156,036	4,006	1,473	161,515	165,110	2/ 25,641	-	-	28,839	2,951	-	2,951	232,058	69,710	6,641	76,351	
Utah	490	20,235	708	85	20,943	20,943	2/ 1,697	971	-	2,663	-	-	-	24,101	1,343	-	1,343	
Vermont	252	9,660	283	25	9,968	9,968	2/ 5,122	333	-	5,122	-	-	-	15,055	606	332	1,581	
Virginia	2,413	88,625	4,533	1,288	94,446	96,265	2/ 2,309	1,661	-	2,309	306	-	306	101,293	1,306	3,886	5,192	
Washington	2,623	63,064	2,750	1,532	67,346	69,888	2/ 19,796	5,467	-	25,434	1,748	-	1,748	108,406	52,230	3,183	55,413	
West Virginia	810	87,471	979	5,244	93,694	102,503	2/ 8,609	10,111	-	33,369	5,360	-	5,360	103,313	37,145	15,897	53,042	
Wisconsin	2,811	58,103	532	-	59,095	59,095	2/ 3,196	502	-	3,196	-	-	-	100,635	29,590	-	29,590	
Wyoming	903	13,821	370	-	14,191	14,191	2/ 3,196	502	-	3,196	-	-	-	18,662	6,669	-	6,669	
Dist. of Col.	156	-	-	-	-	-	-	11,611	-	11,611	1,473	-	1,473	13,840	10,592	-	10,592	
Total	128,896	3,035,647	111,444	102,645	3,249,736	3,458,214	2/ 749,987	224,831	19,187	994,005	244,206	59,351	303,557	4,894,672	2,130,063	377,673	2,507,736	

1/ This table is one of a series on State highway finance. Tables SP-1 and 2 summarize the receipts and disbursements of (1) State highway-user revenues, including amounts allocated for nonhighway purposes, and (2) all other receipts and disbursements by the States for highways. Tables SP-3 and 4 record receipts and disbursements for State-administered highways exclusive of toll facilities; Tables SP-5 and 6 record receipts and disbursements by the States for local roads and streets; Tables SP-9 and 10 record receipts and disbursements for collection and administration of highway-user revenues. Information on the amounts of highway-user taxes used for collection and administration of highway-user revenues is given in Tables SP-3, SP-4, SP-5, and SP-6. Tables SP-7, SP-8, and SP-9 show the amounts of highway-user taxes used for collection and administration of highway-user revenues. 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1/ This table is a series on State highway finance. Tables SF-1 and 2 summarize the receipts and disbursements of (1) State highway-user revenues, including amounts allocated for nonhighway purposes, and (2) all other receipts and disbursements by the States for highways. Tables SF-3 and 4 record receipts and disbursements for State-administered highways inclusive of toll facilities; Tables SF-5 and 6, receipts and disbursements by the States for local roads and streets; Tables SF-7 and 8, receipts and disbursements for nonhighway purposes. Information on the amounts of highway-user taxes used for nonhighway purposes is given in Table SF-9. Information on the amounts of interest and dividends received by the States is given in Table SF-10. Information on the amounts of toll facilities is given in Table SF-11. Information on the amounts of toll facilities is given in Table SF-12. Information on the amounts of toll facilities is given in Table SF-13. 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## RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS - 1953 1/

TABLE SF-3, 1953  
ISSUED OCTOBER 1954

STATE	BALANCES ON JANUARY 1, 1953 2/				RECEIPTS FROM CURRENT STATE DEPOSITS 3/										TRANSFER FROM LOCAL GOVERNMENTS				TOTAL	TOTAL RECEIPTS	
	FUND FOR CURRENT HIGHWAY DEBT	STATE DEBT	GENERAL FUND	TOTAL	MOTOR-VEHICLE TAXES				TOTAL	ROAD, BRIDGE, AND TOLL	GENERAL FUNDS	OTHER STATE DEPOSITS 2/	TOTAL	FEDERAL FUND		FROM LOCAL GOVERNMENTS	FOR DEBT SERVICE, INCLUDING REFUNDING	FOR CONSTRUCTION			
					MOTOR-VEHICLE TAXES	MOTOR-VEHICLE TAXES	MOTOR-VEHICLE TAXES	MOTOR-VEHICLE TAXES						BUREAU OF PUBLIC ROADS	OTHER AGENCIES						
Alabama	7,170	-	87,700	14,519	5,013	920	20,877	6,467	20,877	-	-	4%	20,877	6,467	-	77	-	-	-	7,562	26,900
Alaska	5,690	-	10,400	10,400	3,800	2,010	16,395	2,601	16,395	-	-	-	29,650	6,113	56	-	-	-	-	5,615	20,010
Arizona	14,100	15,088	27,286	51,230	6,400	20,670	29,650	6,113	29,650	-	-	-	61,803	27,787	445	1,046	993	50,562	11,515	6,805	21,283
California	5,460	14,655	68,115	135,925	54,416	15,000	200,863	11,813	200,863	-	-	-	214,020	27,787	-	-	-	-	-	27,141	21,283
Colorado	3,275	1,465	5,400	16,805	2,907	1,400	20,707	4,107	20,707	-	-	-	21,407	10,211	-	1,612	-	-	-	12,045	23,575
Connecticut	6,302	3,000	11,500	17,802	4,747	185	6,400	1,407	6,400	-	-	-	6,400	1,407	-	27	-	-	-	6,004	20,216
Delaware	3,176	2,765	6,441	3,770	1,424	-	5,153	6,366	1,831	-	-	-	11,525	1,400	-	175	35	7,455	25	9,327	20,216
Florida	25,507	5,904	31,461	50,713	1,334	-	60,028	1,831	60,028	-	-	-	61,861	6,400	-	-	-	-	-	67,261	67,261
Georgia	6,172	-	7,112	27,000	2,900	34	41,302	-	41,302	-	-	-	41,302	10,211	-	3	379	7,756	-	20,883	64,000
Idaho	3,966	-	1,045	5,204	3,403	185	11,654	-	11,654	-	-	-	11,654	1,400	-	40	-	-	-	13,459	13,459
Illinois	11,572	573	11,904	39,467	14,505	1,34	40,813	642	40,813	-	-	-	41,157	1,400	-	4,708	1,403	-	-	47,268	47,268
Indiana	11,847	-	11,904	56,510	14,505	1,34	41,139	-	41,139	-	-	-	41,139	1,400	-	-	1	-	-	42,539	42,539
Iowa	1,100	-	1,100	16,645	3,704	48	20,351	-	20,351	-	-	-	20,351	1,400	-	-	-	-	-	21,751	21,751
Kansas	10,548	46	10,594	42,302	11,300	2,316	44,618	-	44,618	-	-	-	44,618	1,400	-	-	-	-	-	46,018	46,018
Kentucky	4,300	8,900	13,200	33,247	7,700	2,316	40,556	-	40,556	-	-	-	40,556	1,400	-	-	-	-	-	41,956	41,956
Louisiana	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Maine	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Maryland	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Massachusetts	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Michigan	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Minnesota	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Mississippi	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Missouri	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Montana	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Nebraska	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Nevada	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
New Hampshire	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
New Jersey	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
New Mexico	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
New York	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
North Carolina	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
North Dakota	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Ohio	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Oklahoma	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Oregon	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Pennsylvania	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Rhode Island	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
South Carolina	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
South Dakota	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Tennessee	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Texas	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Utah	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Vermont	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Virginia	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Washington	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
West Virginia	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Wisconsin	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Wyoming	10,000	1,100	11,100	13,903	6,251	65	20,216	1,807	20,216	-	-	-	20,216	1,400	-	-	-	-	-	21,616	21,616
Total	1,500,574	317,841	1,818,415	1,404,783	650,415	46,740	2,101,774	145,805	2,101,774	145,805	28,657	1,095	2,287,555	402,322	15,542	31,117	17,363	953,870	123,098	1,600,293	3,947,848

1/ See Tables SF-1 and 2 for general note on SF receipts. Tables SF-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and (so far as reported) the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-State toll authorities. See Tables SF-3A and 4A for receipts and disbursements for State-administered highways exclusive of toll facilities. See Tables SF-3B and 4B for receipts and disbursements for State-administered toll facilities.

2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations or highway-user revenues are offset, in the following amounts, against appropriations for State-administered highways out of State general funds: Calif. \$2,625,000, Conn. \$322,000, Ill. \$308,000, Iowa \$1,623,000, La. \$1,149,000, Mich. \$777,000, Miss. \$1,255,000, Mont. \$310,000, N. Mex. \$561,000, N. Car. \$202,000, N. Dak. \$7,000, Tenn. \$2,107,000, Tex. \$15,000,000, Wash. \$427,000.

4/ The entries in these columns are identical with the totals for State highway purposes on Tables G-3, MW-3, MW-2, and DF, respectively.

5/ Ala., lubricating oil tax; Idaho, tax on contracts; Iowa, sales and use tax; La., oil royalties \$1,432,000, lubricating oil tax \$1,845,000; Miss., tax on butane gas not used in motor vehicles; Mo. and N. Dak., use (sales) tax on motor vehicles purchased out of State; Pa., tax on aviation fuel; S. Dak., petroleum inspection fees (nonhighway use) \$33,000, use (sales) tax on motor vehicles \$1,596,000; W. Va., capitation tax.

1/ See Tables SF-1 and 2 for general note on SF series. Tables SF-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and (so far as reported) the receipts and disbursements for roads and bridges of other State agencies, such as forest park boards and special State and quasi-State toll facilities. See receipts and disbursements of toll facilities in Table SF-4.

2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for State-administered highways out of State general funds: Calif., \$9,695,000; Conn., \$32,000; Ill., \$308,000; Iowa \$1,623,000; La., \$1,145,000; Mich., \$977,000; Miss., \$1,255,000; Mont., \$410,000; N. Mex., \$561,000; Neb., \$902,000; Okla., \$1,652,000; S. Dak., \$1,000; Tenn., \$2,107,000; Texas \$5,500,000; Wash., \$427,000.

4/ The SF-3 entries in these columns are identical with the totals for State highway purposes on Tables G-3, NW-3, NW-2, and SF-1, except for the tax; Idaho, tax on business; Iowa, sales and use tax; La., oil royalties; \$1,420,000; S. Dak., \$1,420,000; Miss., tax on business gas not used in motor vehicles; Mo., and N. Dak., use (sales) tax on motor vehicles purchased out of State; Pa., tax on aviation fuel; S. Dak., petroleum inspection fees (nonhighway use) \$33,000, use (sales) tax on motor vehicles \$1,596,000; W. Va., capitation tax.



TABLE SP-4, 1951  
ISSUED OCTOBER 1951

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS - 1953 1/2

Compiled for calendar year  
from reports of State authorities

STATE	CAPITAL OUTLAY FOR ROADS AND BRIDGES 2/				MAINTENANCE 2/				ADMINISTRATIVE, INCLUDING MISCELLANEOUS LAZARUS 5/	STATE HIGHWAY POLICE AND SAFETY	BOND INTEREST	SUBTOTAL, CURRENT EXPENDITURES	BOND RETIREMENT 6/	TOTAL DISBURSEMENTS	BALANCES OF DECEMBER 31, 1953	
	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	MUNICIPAL STREETS, BRIDGES, AND OTHERS 4/	TOTAL 5/	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	MUNICIPAL STREETS, BRIDGES, AND OTHERS 4/	TOTAL 5/							RESERVES FOR HIGHWAY DEPT. SERVICE	TOTAL
Alabama	16,171	3,849	2,552	19,572	7,939	3,888	718	9,545	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Arizona	15,867	1,320	3,450	20,637	7,088	-	76	7,164	1,024	1,042	-	22,715	5,206	27,921	-	19,527
Arkansas	17,790	-	923	18,713	7,088	-	-	7,088	1,024	1,042	-	22,715	5,206	27,921	15,745	29,479
California	107,827	62,783	-	170,610	20,773	-	5,072	25,845	11,750	12,677	4,015	284,944	4,251	289,195	119,602	150,143
Colorado	3,399	7,787	3,515	14,701	4,133	-	-	4,133	1,459	1,459	257	32,040	1,891	33,931	1,616	1,616
Connecticut	13,188	2,286	14,408	29,882	8,309	3,888	718	12,915	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Delaware	4,598	12,666	9,445	26,709	10,056	869	-	10,925	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Florida	13,499	-	-	13,499	-	-	-	-	-	-	-	-	-	-	-	-
Georgia	74,888	-	3,849	78,737	8,987	-	-	8,987	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Idaho	10,028	-	21,490	31,518	14,608	-	-	14,608	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Illinois	58,615	-	8,474	67,089	12,978	-	-	12,978	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Indiana	42,280	-	-	42,280	-	-	-	-	-	-	-	-	-	-	-	-
Iowa	20,866	-	8,191	29,057	11,628	-	-	11,628	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Kansas	25,811	-	2,567	28,378	14,071	-	-	14,071	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Kentucky	12,264	-	3,266	15,530	7,995	-	-	7,995	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Louisiana	18,656	11,672	3,094	33,422	7,995	-	-	7,995	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Maine	11,952	6,256	7,068	25,276	5,312	-	-	5,312	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Maryland	29,239	-	5,146	34,385	7,301	-	-	7,301	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Massachusetts	28,544	-	28,514	57,058	11,374	-	-	11,374	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Michigan	36,622	-	41,234	77,856	16,613	-	-	16,613	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Minnesota	39,740	-	7,710	47,450	11,910	-	-	11,910	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Mississippi	21,533	10,427	14,207	46,167	5,318	-	-	5,318	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Missouri	31,613	4,910	14,207	50,730	8,140	-	-	8,140	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Montana	5,645	-	-	5,645	5,300	-	-	5,300	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Nebraska	8,325	2,502	1,532	12,359	7,866	-	-	7,866	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Nevada	4,406	2,370	1,532	8,308	7,866	-	-	7,866	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
New Hampshire	13,147	-	32,117	45,264	2,480	-	-	2,480	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
New Jersey	15,544	-	2,367	17,911	5,152	-	-	5,152	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
New York	52,582	-	57,790	110,372	27,521	-	-	27,521	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
North Carolina	33,034	3,353	1,500	37,887	8,281	-	-	8,281	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
North Dakota	12,080	-	515	12,595	3,251	-	-	3,251	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Ohio	44,219	-	20,841	65,060	32,301	-	-	32,301	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Oklahoma	41,707	-	1,891	43,598	10,813	-	-	10,813	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Oregon	30,539	2,850	3,515	36,904	8,473	-	-	8,473	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Pennsylvania	72,756	31,701	42,321	146,778	15,931	-	-	15,931	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Rhode Island	3,839	-	2,702	6,541	1,551	-	-	1,551	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
South Carolina	15,556	-	1,056	16,612	11,426	-	-	11,426	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
South Dakota	24,699	-	1,946	26,645	7,180	-	-	7,180	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Tennessee	101,117	-	11,110	112,227	38,291	-	-	38,291	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Texas	12,188	-	1,056	13,244	5,119	-	-	5,119	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Utah	12,188	-	1,056	13,244	5,119	-	-	5,119	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Vermont	12,188	-	1,056	13,244	5,119	-	-	5,119	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Virginia	28,987	43,758	9,235	81,980	13,180	-	-	13,180	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Washington	31,070	5,640	8,385	45,105	11,259	-	-	11,259	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
West Virginia	13,015	4,164	965	18,144	11,359	-	-	11,359	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Wisconsin	31,702	-	10,767	42,469	12,423	-	-	12,423	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Wyoming	9,254	-	-	9,254	3,564	-	-	3,564	1,573	2,660	1,045	34,395	2,178	36,573	1,000	1,000
Total	1,259,193	167,267	468,798	2,295,258	475,208	85,000	47,972	610,180	620,405	114,444	102,645	3,249,736	208,478	3,458,214	1,931,751	2,308,057

1/ See tables SP-1 and 2 for general notes on SF series. Tables SP-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-State toll authorities. See tables SP-3A and 4A for receipts and disbursements for State-administered highways exclusive of toll facilities, and tables SP-3B and 4B for receipts and disbursements of toll facilities. Table SP-4, supplement 1, gives further details of expenditures for construction, maintenance, and administration.

2/ Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the heading "primary State highways (rural)".

3/ County roads are under State control in Ala. (four counties), Del., N.C., Va. (all but two counties), and W.Va. Maintenance expenditures by Del. are not segregated from primary State highway expenditures.

4/ Includes park, forest, institutional, and reservation roads. Expenditures in Ind., Maine, N.H., N.J., N.Y., Ohio, Pa., and W.Va. were partly or entirely for toll facilities; in Mass., District Commission parkways and boulevards; in N.Y., for State parkways (part).

5/ The classification of administration, engineering, and miscellaneous expenditures is not uniform for all States because of indefinite amounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis.

6/ Includes refunding as follows: Me., Turnpike Authority bonds \$19,794,000; N.J., Turnpike Authority bonds \$30,000,000; N.Y., Turnpike Authority notes \$10,000,000; Penn., Delaware River Port Authority bonds \$1,655,000.

# DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS—1953 1/ (CLASSIFIED BY OBJECT OF EXPENDITURE)

SUPPLEMENT 1 TO  
TABLE SF-4, 1953  
ISSUED OCTOBER 1954

Compiled for calendar year  
from reports of State authorities

STATE	CAPITAL OUTLAY 2/			MAINTENANCE OF CONDITION			MAINTENANCE 2/			GENERAL ADMINISTRATION AND MISCELLANEOUS						STATE HIGHWAY POLICE AND SAFETY			
	ACQUISITION OF RIGHT-OF-WAY	CONSTRUCTION OF ROADS	CONSTRUCTION OF BRIDGES	TOTAL			OPERATING MAINTENANCE			EQUIPMENT PURCHASE AND OPERATION 3/	GENERAL ADMINISTRATION AND MISCELLANEOUS					STATE HIGHWAY POLICE	SAFETY EDUCATION	WEIGHT ENFORCEMENT AND MISCELLANEOUS	TOTAL
				Dollars	Dollars	Dollars	Dollars	Dollars	Dollars		Dollars	Dollars	Dollars	Dollars	Dollars				
Alabama	1,774	15,087	1,811	19,572	8,579	125	1	691	149	9,545	932	251	332	42	1,573	2,660	61	-	2,660
Arizona	15,237	12,237	1,394	17,187	2,065	77	54	430	-	3,526	387	144	332	97	960	861	-	-	1,042
Arkansas	408	18,305	6,833	18,713	19,651	132	-	1,012	123	27,088	612	245	3,267	167	11,720	511	-	169	680
California	46,233	91,187	33,244	170,664	19,651	2,861	1,012	2,297	47	27,863	5,942	1,893	3,267	618	11,720	12,677	-	-	12,677
Colorado	1,825	22,876	-	24,701	2,593	59	762	719	-	4,133	1,166	277	2	14	1,459	1,490	-	-	1,490
Connecticut	8,169	11,125	4,374	23,668	6,489	273	1,576	84	1,272	9,694	2,691	401	420	128	3,640	1,500	31	332	1,863
Delaware	704	1,330	1,330	9,231	1,693	530	-	341	-	2,653	557	852	62	90	1,157	773	17	-	790
Florida	2,584	25,418	13,821	41,823	7,546	2,087	-	382	902	10,917	1,707	595	161	242	2,695	1,165	-	118	1,283
Georgia	901	37,531	-	38,432	8,419	538	538	-	-	8,957	948	494	664	86	1,528	2,637	-	-	2,637
Idaho	1,110	9,116	-	10,226	4,108	471	471	218	-	4,869	691	135	-	-	1,490	405	-	-	405
Illinois	8,051	60,262	11,847	80,160	13,793	304	1,564	1,329	86	17,076	2,404	1,010	414	2	3,989	4,320	306	-	4,626
Indiana	3,645	28,519	8,917	41,081	13,250	359	1,564	1,006	576	14,123	1,972	667	64	2	2,777	1,619	-	91	2,159
Iowa	1,882	17,446	5,321	24,749	6,983	62	1,619	686	-	9,350	740	334	379	-	1,453	1,473	-	219	1,692
Kansas	1,651	22,382	4,345	28,378	10,804	134	508	602	125	12,048	1,341	573	357	171	3,969	4,324	-	-	4,324
Kentucky	2,666	38,468	4,230	45,550	14,560	2,819	-	480	1,089	14,645	2,670	313	380	245	3,969	4,324	4	-	3,974
Louisiana	33,426	55,136	5,668	94,230	10,170	717	-	-	-	13,538	4,356	1,972	380	1,635	6,507	1,769	-	-	1,769
Maine	825	17,331	7,513	25,669	7,304	417	1,896	204	454	10,205	1,881	166	363	393	2,181	952	-	-	952
Maryland	2,645	25,888	1,122	34,655	5,337	72	4,332	607	579	13,709	678	193	-	17	1,251	2,609	64	414	3,087
Massachusetts	9,726	51,104	1,578	62,404	1,647	386	4,332	3,765	2,612	7,309	3,953	307	2,165	2,324	8,649	1,959	-	-	1,959
Michigan	22,170	42,816	14,430	80,016	9,717	739	3,969	2,676	-	19,713	1,529	1,578	-	650	3,512	3,456	-	387	3,843
Minnesota	5,939	38,921	3,490	47,450	9,782	357	2,846	966	-	13,951	4,162	394	-	303	961	1,387	245	-	1,632
Mississippi	1,274	16,384	6,000	23,556	5,079	239	4,332	659	9	5,518	659	230	28	80	1,291	1,557	-	-	1,557
Missouri	8,321	42,258	5,668	56,247	15,071	365	744	-	-	16,104	2,255	358	311	54	2,707	2,310	-	85	2,310
Montana	4,334	8,577	1,904	10,915	4,358	40	-	251	-	5,593	1,029	261	-	-	1,595	652	-	-	737
Nebraska	334	8,624	930	9,888	6,622	132	825	307	-	7,886	2,435	263	109	229	1,220	878	24	255	1,157
Nevada	1,768	7,053	214	8,025	2,040	299	168	12	-	2,519	1,907	193	947	132	1,169	272	24	-	295
New Hampshire	7,869	7,869	63	8,332	2,877	147	1,719	251	166	5,160	932	148	92	69	1,497	650	11	-	1,497
New Jersey	4,659	101,673	22,218	128,550	10,597	1,160	1,456	1,746	1,042	16,001	4,337	628	15	-	2,977	4,760	-	-	4,760
New Mexico	751	17,160	21,113	17,911	4,325	213	7,248	1,414	13,479	5,152	945	173	251	510	1,480	561	15	-	576
New York	22,666	231,192	61,598	274,971	19,246	393	-	-	-	41,942	2,205	246	-	-	4,976	3,846	91	-	3,937
North Carolina	3,829	63,598	1,092	67,527	29,345	-	204	135	-	29,345	1,728	184	1,207	-676	8,783	3,709	235	24	3,968
North Dakota	284	11,259	1,092	12,595	2,887	-	-	-	-	3,531	1,728	184	85	-	744	307	2	62	371
Ohio	23,390	78,897	415	102,702	27,357	-	2,649	2,194	101	32,301	6,352	840	944	401	5,434	4,808	1	-	4,809
Oklahoma	1,278	42,320	-	43,598	10,577	-	1,719	12	216	10,813	3,249	208	6	287	1,786	2,710	-	-	2,710
Oregon	4,052	26,587	6,373	37,012	8,968	744	1,225	874	489	12,300	2,197	407	1,100	1,195	4,899	1,469	-	371	1,840
Pennsylvania	17,585	114,497	36,529	168,611	25,811	1,397	7,281	-	3,905	38,384	7,311	736	1,954	765	10,766	10,000	1,600	-	11,600
Rhode Island	497	5,761	357	6,615	2,046	153	273	754	57	2,229	106	58	74	-	1,062	449	-	-	449
South Carolina	1,280	18,507	4,310	24,137	9,624	966	13	385	49	11,426	1,092	120	637	868	2,386	1,351	-	-	1,351
South Dakota	573	16,019	-	16,592	4,997	112	731	385	-	6,225	632	155	219	148	2,862	236	26	-	2,888
Tennessee	841	23,669	2,296	26,766	7,173	-	-	447	-	7,620	3,445	274	456	-	2,483	2,070	36	-	2,106
Texas	(4/)	107,695	4,532	112,227	37,952	-	-	677	339	38,291	3,178	673	819	451	5,518	3,378	485	143	4,006
Utah	629	14,014	4,476	15,119	2,599	42	566	-	-	3,904	423	187	142	459	1,212	456	-	-	708
Vermont	113	3,390	1,271	2,460	2,460	40	1,235	-	-	3,735	37	78	-	-	551	283	-	-	283
Virginia	7,636	37,567	6,977	51,960	23,751	3,505	835	1,079	650	29,020	6,884	473	484	62	6,025	4,009	317	207	4,553
Washington	5,224	25,945	14,537	45,706	6,276	1,089	1,048	988	5,059	14,400	1,924	439	343	252	2,988	2,148	70	262	2,750
West Virginia	8,099	58,433	-	66,526	17,683	204	2,521	895	274	9,308	1,684	290	-	-	1,521	832	147	-	979
Wisconsin	4,730	46,250	-	50,980	12,521	204	2,521	895	-	12,521	1,714	164	-	-	2,903	532	-	-	3,435
Wyoming	103	6,136	1,714	7,953	2,483	48	505	223	-	3,559	1,002	(5/)	-	105	269	334	36	-	370
Total	245,422	1,757,576	268,436	2,271,434	475,712	23,098	56,396	30,721	34,478	620,445	129,282	91,143	19,719	19,478	143,808	103,996	4,309	3,139	111,444

1/ This table gives a further segregation of expenditures shown on table SF-4, exclusive of expenditures for interest and retirement of obligations for State highways.

2/ Segregation by object of expenditure is incomplete in many States. Where expenditures are not segregated, the total is given under "construction of roads" and "maintenance of condition, roads" for capital outlay and maintenance expenditures, respectively.

3/ These costs are included in the columns for capital outlay, maintenance and administration and are shown separately for informational purposes only.

4/ State funds cannot be expended for right-of-way purchase.

5/ General administrative costs have been distributed to other items.



# RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS - 1953 1/2 (EXCLUSIVE OF TOLL FACILITIES)

TABLE SF-3A, 1953  
ISSUED OCTOBER 1954

Compiled for Calendar Year  
from Reports of State Authorities

STATE	BALANCES ON JANUARY 1, 1953			RECEIPTS FROM CURRENT STATE IMPOSTS 2/										OTHER RECEIPTS					FUNDS TRANS-FERRED FROM TOLL FACILITIES	TOTAL RECEIPTS
	RESERVES FOR CURRENT HIGHWAY WORK	TOTAL	TOTAL	HIGHWAY-USER REVENUE			APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS 3/	TOTAL	FEDERAL FUNDS		TRANSFERS FROM LOCAL GOVERNMENTS		ISSUE OF BONDS, NOTES, ETC.		MISC. LANDS RECEIPTS	TOTAL	SUB-TOTAL, CURRENT RECEIPTS		
				MOTOR-VEHICLE TAXES	MOTOR-VEHICLE FUEL TAXES, ETC.	MOTOR-VEHICLE CARRIER TAXES				BUREAU OF PUBLIC ROADS	OTHER AGENCIES	FROM COUNTIES, ETC.	FROM CITIES	FOR CONSTRUCTION, ETC.	FOR DEBT SERVICE REFUNDING					
Alabama	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Alaska	27,720	14,519	20,482	20,482	20,482	20,482	425	425	20,877	6,927	97	97	97	97	97	97	7,203	28,380	28,380	28,380
Arizona	5,859	10,495	3,800	3,800	3,800	3,800	-	-	16,395	5,601	-	-	-	-	-	-	14	22,010	22,010	22,010
Arkansas	29,388	21,230	29,650	29,650	29,650	29,650	-	-	29,650	6,113	550	550	550	550	550	550	1,462	36,455	36,455	36,455
California	45,200	13,540	52,236	52,236	52,236	52,236	-	-	201,921	27,797	448	448	448	448	448	448	1,960	234,040	234,040	234,040
Colorado	3,700	16,761	2,496	2,496	2,496	2,496	-	-	20,683	10,211	-	1,612	9	-	-	-	216	12,048	32,731	32,731
Connecticut	6,347	17,890	8,338	8,338	8,338	8,338	-	-	26,413	4,897	-	27	-	-	-	-	342	31,679	32,111	32,111
Delaware	3,730	3,730	1,429	1,429	1,429	1,429	-	-	5,159	1,340	-	7	-	-	-	-	419	9,239	14,398	14,398
Florida	3,669	5,920	1,334	1,334	1,334	1,334	-	-	58,766	6,702	175	175	175	175	175	175	90	65,333	65,333	65,333
Georgia	26,172	26,172	3,853	3,853	3,853	3,853	-	-	41,645	12,315	88	3	379	9,750	99	219	22,853	64,498	64,498	64,498
Idaho	2,066	2,066	8,240	8,240	8,240	8,240	-	-	11,655	5,440	605	-	-	-	-	-	38	17,738	17,738	17,738
Illinois	11,454	11,637	39,482	39,482	39,482	39,482	-	-	98,600	19,214	4,700	4,700	4,700	4,700	4,700	4,700	356	25,775	34,375	34,375
Indiana	9,586	9,586	26,510	26,510	26,510	26,510	-	-	41,139	12,770	-	-	-	-	-	-	402	13,173	54,312	54,312
Iowa	1,125	1,125	13,764	13,764	13,764	13,764	-	-	30,501	3,883	-	-	-	-	-	-	57	3,940	39,612	39,612
Kansas	1,125	1,125	13,764	13,764	13,764	13,764	-	-	30,501	3,883	-	-	-	-	-	-	57	3,940	39,612	39,612
Kentucky	10,588	10,588	11,288	11,288	11,288	11,288	-	-	34,777	9,605	1,474	-	40	-	-	-	13	9,761	44,558	44,558
Louisiana	43,033	43,033	33,317	33,317	33,317	33,317	-	-	53,088	6,818	1,035	5,194	1,918	15,500	124	464	31,073	84,161	84,161	84,161
Maine	9,661	9,661	13,952	13,952	13,952	13,952	-	-	20,350	5,102	-	1,648	191	23,010	-	-	232	30,183	90,533	90,533
Maryland	11,224	17,785	16,762	16,762	16,762	16,762	-	-	33,262	2,404	-	648	22	25,000	35	1,528	29,009	62,271	62,271	62,271
Massachusetts	30,096	30,096	42,877	42,877	42,877	42,877	-	-	57,703	6,472	-	-	-	23,804	233	369	40,978	96,581	96,581	96,581
Michigan	73,757	73,757	39,441	39,441	39,441	39,441	-	-	64,246	11,884	-	80	100	20,010	55	1,916	34,045	100,770	100,770	100,770
Minnesota	36,512	36,512	27,618	27,618	27,618	27,618	-	-	54,992	9,035	950	-	-	-	-	-	895	9,930	64,922	64,922
Mississippi	17,704	17,704	36,726	36,726	36,726	36,726	-	-	61,188	19,166	1,463	-	-	-	-	-	423	83,011	83,011	83,011
Missouri	1,074	5,690	12,187	12,187	12,187	12,187	-	-	14,937	5,751	614	-	43	-	-	-	236	21,823	21,823	21,823
Montana	-	-	2,977	2,977	2,977	2,977	-	-	17,083	3,938	75	1,004	695	-	-	-	196	5,910	22,993	22,993
Nebraska	728	728	4,420	4,420	4,420	4,420	-	-	6,644	6,183	-	-	-	-	-	-	-	12,888	12,888	12,888
Nevada	4,197	4,224	4,156	4,156	4,156	4,156	-	-	10,751	2,299	5	729	456	-	-	-	59	14,299	14,299	14,299
New Hampshire	49,262	49,262	21,764	21,764	21,764	21,764	-	-	43,205	10,296	-	-	-	-	-	-	20	53,523	53,523	53,523
New Jersey	-	-	1,437	1,437	1,437	1,437	-	-	17,083	3,938	75	1,004	695	-	-	-	196	5,910	22,993	22,993
New Mexico	7,753	15,983	2,946	2,946	2,946	2,946	-	-	20,061	7,410	50	-	-	-	-	-	137	27,812	27,812	27,812
New York	217,870	217,870	36,011	36,011	36,011	36,011	-	-	91,988	26,527	-	-	-	-	-	-	5,013	124,434	124,434	124,434
North Carolina	74,874	29,511	69,826	69,826	69,826	69,826	-	-	91,988	10,191	-	60	1,834	-	-	-	672	10,903	104,891	104,891
North Dakota	4,942	5,174	6,035	6,035	6,035	6,035	-	-	13,692	5,668	-	142	10	-	-	-	4	5,824	19,516	19,516
Ohio	18,083	18,083	22,650	22,650	22,650	22,650	-	-	94,479	24,942	-	1,275	2,951	-	-	-	818	29,986	124,465	124,465
Oklahoma	16,886	16,886	26,905	26,905	26,905	26,905	-	-	33,841	8,019	79	-	-	-	-	-	221	42,160	42,160	42,160
Oregon	14,261	14,261	20,934	20,934	20,934	20,934	-	-	34,701	7,359	32	-	-	41,398	40	324	49,192	83,893	83,893	
Pennsylvania	18,611	18,611	71,116	71,116	71,116	71,116	-	-	158,117	27,820	-	8,712	-	19,742	154	1,512	57,340	215,457	215,457	215,457
Rhode Island	4,922	6,319	2,815	2,815	2,815	2,815	-	-	7,249	2,016	-	-	-	-	-	-	93	10,258	10,258	10,258
South Carolina	10,587	10,587	33,855	33,855	33,855	33,855	-	-	39,754	5,991	37	-	-	-	-	-	368	45,156	45,156	45,156
South Dakota	4,713	9,305	914	914	914	914	-	-	15,417	5,986	3,387	-	-	-	-	-	1	24,691	24,691	24,691
Tennessee	6,490	5,515	11,127	11,127	11,127	11,127	-	-	42,070	7,115	-	65	-	-	2	-	2	17,184	59,254	59,254
Texas	56,243	64,816	53,395	53,395	53,395	53,395	-	-	128,581	31,444	2,347	2,085	659	-	-	-	608	165,724	165,724	165,724
Utah	1,763	1,763	11,943	11,943	11,943	11,943	-	-	12,956	6,854	598	-	-	-	-	-	10	7,462	20,418	20,418
Vermont	1,080	1,080	3,366	3,366	3,366	3,366	-	-	6,654	1,998	-	316	-	-	-	-	-	2,314	8,968	8,968
Virginia	3,766	3,766	53,783	53,783	53,783	53,783	-	-	68,482	13,051	-	118	1,429	-	-	-	766	15,364	83,846	83,846
Washington	14,729	15,522	24,728	24,728	24,728	24,728	-	-	36,027	6,265	-	5	2,227	47,000	110	329	56,862	92,889	92,889	92,889
West Virginia	9,119	14,097	15,287	15,287	15,287	15,287	-	-	36,566	4,493	-	-	-	8,550	15	367	49,641	49,641	49,641	49,641
Wisconsin	34,286	34,286	19,947	19,947	19,947	19,947	-	-	35,227	4,616	-	-	1,001	-	-	-	340	16,686	51,853	51,853
Wyoming	4,395	4,395	1,579	1,579	1,579	1,579	-	-	7,346	5,134	2,800	-	-	-	-	-	279	15,559	15,559	15,559
Total	977,920	1,153,120	1,401,331	1,401,331	1,401,331	1,401,331	-	-	2,096,482	648,522	46,659	28,832	11,095	16,934	692	23,124	820,807	2,957,216	2,957,216	2,957,216

1/ See Tables SF-1 and 2 for general note on SF series. Tables SF-3A and 4A supplement Tables SF-3 and 4B and are copies of the receipts and disbursements for the State Highway Department for the fiscal year ending June 30, 1953.

2/ For this analysis, gross non-highway allocations of highway-user revenue are offset, in the following amounts, against appropriations for State-administered highways out of State general funds: Calif. \$2,625,000, Conn. \$332,000, Ill. \$308,000, Iowa \$1,623,000, La. \$1,149,000, Mich. \$777,000, Miss. \$1,255,000, Mont. \$63,000, N. Dak. \$461,000, Neb. \$902,000, Okla. \$1,632,000, S. Dak. \$7,000, Tex. \$2,107,000, Texas \$15,000,000, Wash. \$1,000,000, W. Va. \$1,000,000.

3/ Ala., lubricating oil tax, Idaho, tax on contractors' tools, sales and use tax; La., oil royalties \$1,432,000, lubricating oil tax \$1,645,000, Miss., tax on business gas not used in motor vehicles; Mo. and N. Dak., use (sales) tax on motor vehicles purchased out of State; Pa., tax on aviation fuel; S. Dak., petroleum inspection fees (nonhighway use) \$33,000, use (sales) tax on motor vehicles \$1,596,000; W. Va., capitation tax.

1/ See Tables SF-1 and 2 for general note on SF series. Tables SF-3A and 3A supplement Tables SF-3 and 4 and are concerned solely with receipts and disbursements for State-administered roads and bridges exclusive of toll facilities. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and (so far as reported) receipts and disbursements for toll roads and bridges. Receipts and disbursements for other State agencies, such as State park boards, State game and fish commissions, and State water control boards, are not included in these tables.

2/ For this analysis, gross nonhighway allocations of highway-user revenue are offset in the following amounts, against appropriations for State-administered highways out of State general funds: Calif., \$2,625,000, Conn., \$32,000, Ill., \$308,000, Iowa, \$1,623,000, La., \$1,149,000, Mich., \$777,000, Miss., \$1,255,000, Mont., \$810,000, N. Mex., \$561,000, Nebr., \$902,000, Okla., \$7,632,000, S. Dak., \$71,000, Tenn., \$2,107,000, Texas, \$15,000,000, Wash., \$427,000.

3/ Ala., lubricating oil tax; Idaho, tax on contracts; Iowa, sales and use tax; La., oil royalties \$1,432,000, lubricating oil tax \$1,045,000; Miss., tax on butane gas not used in motor vehicles; Mo., and N. Dak., use (sales) tax on motor vehicles purchased out of State; N. Mex., tax on motor vehicles; N. Y., tax on motor vehicles; S. Dak., petroleum inspection fees (nominal); use \$33,000, use (sales) tax on motor vehicles \$1,996,000; W. Va., capitation tax.

# DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS - 1953 <sup>1/</sup> (EXCLUSIVE OF TOLL FACILITIES)

TABLE SF-14, 1953  
ISSUED OCTOBER 1954

Compiled for calendar year  
from reports of State authorities

STATE	CAPITAL OUTLAY FOR ROADS AND BRIDGES <sup>2/</sup>					MAINTENANCE <sup>2/</sup>					ADMINISTRATION, ENGINEERING, MISCELLANEOUS LABOR <sup>5/</sup>	STATE HIGHWAY POLICE AND SAFETY	BOND INTEREST	SUBTOTAL, CURRENT EXPENDITURES	BOND REPAYMENT	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1953	
	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL <sup>3/</sup>	MUNICIPAL EXTENSION OF STATE SYSTEMS	OTHER STATE ROADS EXCLUSIVE OF STATE SYSTEMS	TOTAL <sup>3/</sup>	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL <sup>3/</sup>	MUNICIPAL EXTENSION OF STATE SYSTEMS	OTHER STATE ROADS EXCLUSIVE OF STATE SYSTEMS	TOTAL <sup>3/</sup>							RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE
Alabama	16,171	3,849	2,552	-	19,572	7,939	3,888	718	-	9,545	1,573	2,660	1,045	34,195	2,178	36,573	19,527	-
Arizona	15,867	-	1,320	-	17,187	3,450	-	76	-	3,526	860	1,042	-	22,715	-	22,715	5,154	-
Arkansas	17,730	-	923	-	18,653	7,088	-	-	-	7,088	1,024	680	1,653	31,158	5,206	36,364	13,744	15,745
California	99,703	-	62,783	-	162,540	19,107	-	4,444	23	23,574	11,591	12,677	850	211,232	1,775	213,007	66,233	66,233
Colorado	13,188	7,787	3,515	-	24,490	4,049	-	-	-	4,049	1,459	1,490	72	31,560	1,831	33,391	3,044	1,066
Connecticut	2,782	-	14,408	-	17,190	7,338	-	-	-	7,338	3,840	1,883	-	11,218	-	11,218	7,497	-
Delaware	5,671	-	735	-	6,406	2,257	-	-	-	2,257	2,425	1,930	401	4,582	1,266	5,848	14,396	-
Florida	12,130	12,666	4,130	213	29,139	8,995	869	-	-	9,864	2,637	1,283	391	13,152	801	14,953	25,004	27,856
Georgia	34,587	-	3,644	-	38,231	8,957	-	-	-	8,957	1,628	2,637	23	53,376	-	53,376	38,923	371
Illinois	20,034	-	2,130	-	22,164	4,869	-	-	-	4,869	1,490	605	-	16,900	-	16,900	21,600	-
Indiana	58,615	-	8,474	-	67,089	14,562	-	2,428	-	16,990	3,963	4,826	1,738	107,677	6,546	114,223	21,600	183
Iowa	20,866	-	3,883	-	24,749	8,191	-	1,159	-	9,350	2,705	2,159	-	59,513	-	59,513	3,379	-
Kansas	25,811	-	2,567	-	28,378	11,638	-	420	-	12,058	2,984	1,692	-	37,219	-	37,219	3,518	-
Kentucky	38,034	-	3,266	-	41,300	13,946	-	574	-	14,520	3,241	3,427	-	44,344	1,000	45,344	8,087	846
Louisiana	12,656	11,672	3,094	-	27,422	7,995	7,163	-	-	15,158	6,186	1,769	2,853	59,688	6,042	65,730	60,552	9,862
Maine	11,932	6,256	5,922	-	24,110	4,938	4,726	71	-	9,735	1,376	952	518	36,738	918	37,656	22,610	-
Maryland	25,950	-	5,416	-	31,366	6,880	-	-	-	6,880	1,087	1,087	1,028	12,969	4,802	17,771	22,908	9,353
Massachusetts	38,248	-	22,421	-	60,669	11,774	-	2,114	-	13,888	7,950	1,959	1,875	87,673	9,657	97,330	31,347	-
Michigan	38,248	-	22,421	-	60,669	11,774	-	2,114	-	13,888	7,950	1,959	1,875	87,673	9,657	97,330	31,347	-
Minnesota	9,740	-	7,710	-	17,450	11,910	-	2,041	-	13,951	961	1,632	-	63,994	-	63,994	37,440	-
Mississippi	15,511	-	2,001	-	17,512	5,118	-	-	-	5,118	1,291	1,557	1,571	27,295	2,550	29,845	4,803	1,716
Missouri	11,613	10,427	8,793	-	30,833	8,140	7,760	204	-	16,104	2,308	2,310	503	72,087	4,006	76,093	24,739	160
Montana	5,645	4,910	272	-	10,827	5,300	-	71	-	5,371	1,595	717	221	18,861	2,362	21,223	3,362	7,127
Nebraska	8,325	-	1,563	-	9,888	7,886	-	-	-	7,886	1,220	1,157	-	20,151	-	20,151	2,114	-
Nevada	4,405	-	1,536	-	5,941	1,536	-	125	-	1,661	1,189	635	-	11,428	-	11,428	2,097	-
New Hampshire	3,147	-	2,634	-	5,781	4,412	-	3,605	591	12,608	1,707	4,780	1,020	14,312	1,269	15,581	4,780	532
New Mexico	15,544	-	2,367	-	17,911	5,152	-	-	-	5,152	1,420	576	331	25,450	2,160	27,610	6,654	1,401
New York	12,240	31,393	1,500	-	45,133	26,872	-	2,391	-	29,263	8,789	3,563	7,846	113,662	11,581	125,243	212,222	68,132
North Carolina	31,034	-	1,515	-	32,549	8,241	18,713	-	-	26,954	7,444	3,711	4,435	114,464	7,500	121,964	55,956	30,356
North Dakota	12,040	-	-	-	12,040	3,251	-	-	-	3,251	744	371	9	16,970	-	16,970	6,905	815
Ohio	43,804	-	20,841	-	64,645	32,200	-	-	-	32,200	4,942	4,809	-	106,596	-	106,596	35,952	-
Oklahoma	31,635	-	1,691	-	33,326	10,248	-	-	-	10,248	1,590	2,710	572	48,074	-	48,074	10,372	-
Oregon	30,539	2,850	3,515	-	36,904	8,473	3,056	462	20	12,011	4,899	1,840	-	56,334	1,775	58,109	40,045	-
Pennsylvania	72,756	31,301	39,177	381	143,615	15,458	13,692	2,669	259	32,078	9,831	11,600	1,126	188,250	3,610	191,860	31,450	831
Rhode Island	3,839	-	2,702	-	6,541	1,467	-	978	-	2,445	1,062	449	286	10,877	250	11,127	3,988	1,482
South Carolina	5,240	14,434	4,240	193	24,107	11,393	-	-	-	11,393	2,386	1,351	277	40,516	8,277	48,793	17,860	8,619
South Dakota	15,556	-	1,036	-	16,592	6,225	-	-	-	6,225	2,483	262	-	23,957	-	23,957	5,447	-
Tennessee	24,390	-	1,946	-	26,336	7,180	-	440	-	7,620	2,483	2,406	889	39,555	3,209	42,764	15,992	12,503
Texas	101,117	-	11,110	-	112,227	38,291	-	-	-	38,291	5,518	4,006	1,473	161,515	3,595	165,110	58,789	6,641
Utah	12,918	-	1,428	-	14,346	3,904	-	-	-	3,904	1,212	708	-	20,943	-	20,943	1,328	-
Vermont	3,836	-	916	-	4,752	3,735	-	-	-	3,735	551	283	-	5,386	-	5,386	1,232	-
Virginia	28,385	13,758	8,793	-	50,936	11,020	14,279	1,884	-	27,183	6,285	4,553	25	86,957	297	87,254	-1,325	-
Washington	30,204	5,162	6,585	-	41,951	6,309	2,378	668	-	9,355	2,811	2,750	701	60,116	1,066	61,182	45,433	1,796
West Virginia	13,015	1,164	965	-	15,144	11,095	-	456	27	12,246	1,003	979	1,601	40,931	8,030	48,961	8,501	6,266
Wisconsin	11,702	-	10,657	-	22,359	12,423	-	35	-	12,458	2,202	532	-	58,634	270	58,904	27,045	-
Wyoming	9,254	-	1,699	-	10,953	3,564	-	35	-	3,599	3,599	470	-	11,131	-	11,131	5,493	-
Total	1,215,666	166,789	442,425	21,471	1,846,351	457,943	84,949	31,506	3,598	577,996	146,056	111,444	10,641	2,702,908	103,055	2,805,963	1,144,189	191,971

<sup>1/</sup> See tables SF-1 and 2 for general note on SF series. Tables SF-3A and 1A, supplemental to tables SF-3 and 1, are concerned solely with receipts and disbursements for State-administered roads and bridges exclusive of toll facilities. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards. Transactions of State and quasi-state toll authorities are given in tables SF-3B and 1B.

<sup>2/</sup> Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the heading "primary State highways (rural)."

<sup>3/</sup> County roads are under State control in Ala. (four counties), Del., N.C., Va. (all but two counties), and W.Va. Maintenance expenditures by Del. are not segregated from primary State highway expenditures.

<sup>4/</sup> Includes park, forest, institutional, and reservation roads. Expenditures in these were for Metropolitan District Commission parkways and boulevards; in New York, for State parkways.

<sup>5/</sup> The classification of administration, engineering, and miscellaneous expenditures is not uniform for all States because of indeterminate amounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis.



# RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES-1953

TABLE SF-2B, 1953  
SHEET 1 OF 2  
ISSUED OCTOBER 1954

## Highway Finance

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STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/ BALANCES ON JANUARY 1, 1953 3/ RESERVES FOR CONSTRUCTION, MAINTENANCE, REPAIR, RENEWAL, ETC.	RESERVES FOR CONSTRUCTION, MAINTENANCE, REPAIR, RENEWAL, ETC.	HIGHWAY- USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
California	San Francisco-Oakland Bay Bridge		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
	San Mateo-Alameda Bridges		7,712	14,251	938	9,653	353	184	146	11,314
	Richmond-San Rafael Bridge		537	404	-	1,563	13	-	-	1,536
	San Francisco Bay-South Crossing		329	-	-	-	-	-	200	63,368
	Martinez-Benicia Ferry 4/ Total		8,578	14,655	942	11,219	366	184	47	3,038
Colorado	Denver-Boulder Turnpike		275	295	84	440	-	-	-	79,303
Connecticut	Charter Oak Bridge		231	1,048	-	662	42	-	5	709
	Groton-New London Bridge		158	80	-	543	13	-	3	559
	Old Lyme-Old Saybrook Bridge		158	124	-	337	4	-	7	348
	Merritt and Wilbur Cross Parkways		1,318	-	-	2,631	-	632	32	3,695
	Rocky Hill-Clashbury, Chester-Madame Ferries Windsor Locks Expressway Greenwich-Killingly Expressway Total		1,962	3,212	28	4,197	59	632	47	4,863
Delaware	Delaware River Memorial Bridge		3,176	3,765	-	6,366	124	-	28	6,518
Florida	Lower Tampa Bay Bridge		14,040	2,030	-	-	43	-	292	295
	Overseas Highway		169	1,296	298	691	22	-	-	1,011
	Pensacola Beach Bridge		2	107	30	73	2	-	-	105
	Baconner Trail		-	63	81	145	-	-	-	228
	Jacksonville Expressway System (Arlington and Gilmore Street Bridges) 5/ Bee Line Ferry Total		7,514	107	857	332	-	-	-	1,189
Georgia	Jekyll Creek Bridge		21,958	3,693	1,266	1,839	67	5	3	3,432
Illinois	Mississippi River Bridge		118	390	-	548	-	-	-	548
	Proposed Toll Roads		118	390	-	548	-	-	-	548
	Total		2,261	-	-	-	-	-	-	-
Indiana	Lawrenceburg and Mt. Vernon Bridges Indiana Turnpike Total		2,261	-	-	-	-	-	-	-
Iowa	Iowa Toll Road		-	-	-	-	-	-	25	25
Kansas	Kansas Turnpike		-	-	-	-	-	-	-	-
Kentucky	Central Bridge and Suspension Bridge 6/ Mississippi River Bridge (New Orleans)		-	83	125	311	-	-	10	4,699
Louisiana	Augusta Bridge		50	-	700	-	-	-	3	703
	Waldo-Hancock Bridge 7/ Carlton Bridge		13	136	-	120	-	-	-	120
	Deer Isle-Seagwick Bridge		-	195	-	89	1	69	-	90
	Bauger-Brewer Bridge		2,443	88	46	53	4	-	-	73
	Maine Turnpike Total		2,504	769	-	1,695	26	41	47	24,861
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges Patuxent River Bridge Total		4,239	4,598	46	7,260	83	-	46	7,389
Massachusetts	Nyctic River Bridge		4,715	4,598	196	7,310	83	-	46	7,451
	Massachusetts Turnpike		719	1,526	-	1,664	26	8	7	1,705
	Total		5,434	6,124	-	8,974	109	8	53	9,156
Michigan	Blue Water International Bridge		455	52	22	664	-	-	2	666
	Mackinac Straits Bridge		-	-	622	2,384	-	-	46	3,052
	Mackinac-St. Ignace Ferry Proposed Toll Roads Total		300	-	113	3,049	-	-	48	3,853
Mississippi	Pascagoula Bridge Bay St. Louis Bridge 8/ Total		25	-	25	-	-	-	-	9,289
Missouri	Paseo Bridge (Kansas City)		3,743	476	-	-	-	-	-	9,289
	Mississippi River Bridge (Caruthersville)		14,760	1,122	25	-	-	-	-	10,047
	Total		16,503	1,600	-	-	-	-	-	10,047
New Hampshire	Hampton Harbor Bridge		333	322	-	123	1	-	-	24
	Maine-New Hampshire Interstate Bridge		81	181	-	328	-	41	-	362
	New Hampshire Turnpike System Total		414	503	-	1,037	-	41	-	1,079

RECEIPTS FOR TOLL ROAD AND CROSSING FACILITIES-1953<sup>1/</sup>Compiled for Calendar Year  
from Reports of State AuthoritiesTABLE SF-3B, 1953  
SHEET 2 OF 2  
ISSUED OCTOBER 1954

STATE	NAME OF FACILITY	BALANCES ON JANUARY 1, 1953 <sup>3/</sup>			ROAD, BRIDGE, AND TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR RESERVE	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
		RESERVES FOR CONSTRUCTION, OPERATION, MAINTENANCE, AND DEBT SERVICE	RESERVES FOR DEBT SERVICE	RESERVES FOR OPERATION, MAINTENANCE, AND DEBT SERVICE						
New Jersey	Various Bridges <sup>10/</sup> New Jersey Turnpike System Garden State Parkway Total	1,000 Dollars 11,262 27,630 2,150 36,742	1,000 Dollars 1,880 13,415 15,295	1,000 Dollars - - -	1,000 Dollars 1,280 19,192 20,472	1,000 Dollars 146,475 146,475 24,050	1,000 Dollars 49 - 49	1,000 Dollars 2,059 2,059	1,000 Dollars 1,037 1,037 2,365	1,000 Dollars 1,332 168,783 148,880 318,495
New York	Kingston, Rip Van Winkle, Mid-Hudson, and Bear Mountain Bridges; Kingston-Thruway Ferry Rouses Point and Crown Point Bridges Thousand Island Bridge Peace Bridge Rainbow Bridge Holland and Lincoln Tunnels, George Washington and Staten Island Bridges <sup>11/</sup> Hudson River, Loop, Montash, and Captree Causeways Veteran Memorial Highway New York Turnpike Total	3,611 - 95 717 247 15,039 -3,147 28 42,302 26,062	- 22 140 310 161 12,783 - 67 138 13,483	- - - - - - - - - -	1,760 295 594 1,557 616 39,955 1,904 278 46,659	- - - - - 15,917 - - 250,000 255,917	- - - - - 475 - - 475	- - 6 25 14 - - - 45	19 - - - - 236 - - - 13/ 3,145 3,145 316,591	1,779 295 600 1,822 836 56,593 1,004 281 254,001 316,591
Ohio	Staubenville-Winton Bridge Ohio Turnpike Total	14/ 335 212,662	36,713	-	386 - 386	- - -	- - -	- - -	4 6,112 6,116	390 6,112 6,502
Oklahoma	Turner Turnpike (Oklahoma City-Tulsa) <sup>15/</sup>	11,101	1,349	-	1,340	-	24	-	46	1,410
Oregon	Astoria-Megler Ferry	-	-	36	251	-	-	2	-	287
Pennsylvania	Delaware River Bridge (Garden and Gloucester) Various State Toll Bridges Tarentum Bridge Pennsylvania Turnpike System Total	7,144 3,161 69 71,577 82,547	2,811 - - 19,206 22,019	- - - - -	7,648 1,228 140 20,932 30,198	100,245 - - 100,245	1,462 - - 294 1,760	26 - - 1,288 1,504	- 28 1,790 1,818 135,723	109,825 1,454 140 24,304 135,723
Rhode Island	Jamestown Bridge	137	137	-	245	-	1	-	1	247
South Carolina	Bilton Head Ferry	-	-	24	39	-	-	-	-	63
Tennessee	Cumberland River Bridge	414	-	9	-	-	-	-	-	9
Virginia	Yorktown Bridge James River Bridge System Irvington-Greys Point Bridge Irvington, Jamestown, and Hopewell Ferries Chesapeake Ferry System Elizabeth River Bridge and Tunnel Total	600 - - - 966 661 2,781	- - - 141 2,023 1,232 3,261	- - - - - - -	1,196 1,755 594 161 1,478 1,902 6,492	- - - - - - -	- - - - - - -	1 1 - 43 - 46	- 13 - 64 478 552 1,154	1,196 1,755 594 161 1,478 1,902 6,492
Washington	Fox Island Toll Bridge Tacoma Narrows Bridge Longview Bridge Pugnet Sound Ferry System (Washington State Ferries) Proposed Projects Total	- 81 134 535 751 2,781	- 396 107 416 - 3,261	- - - - - -	1,041 302 5,105 6,443 - -	1,428 - 1,215 16,475 -	- - - - - -	- 1 - - 1	14 - - - - -	1,541 1,274 304 6,334 178 7,231
West Virginia	Steenbenville, Aetna, Henderson, and Silver Bridges <sup>11/</sup> West Virginia Turnpike Total	846 75,250 76,096	723 12,774 13,497	- - -	476 - 476	- - -	7 199 206	5 - 5	1,541 1,541 1,541	497 2,111 2,114
Wisconsin	Wisconsin Turnpike	-	-	1	-	-	-	-	-	1
Summary	Total, Bridge and Tunnel Facilities Total Road Facilities Total Ferry Facilities GRAND TOTAL	88,906 412,002 8,139 52,246 450,293	55,011 8,139 855 132,001 165,006	- - - - -	3,871 48,814 10,983 10,983 76,651	298,066 617,229 10,983 10,983 729,261	3,004 373 - 3,377	572 4,060 4,632	1,728 15,038 1,126 18,892	301,145 686,353 12,120 729,261

<sup>1/</sup> See Tables SF-1 and 2 for general note on SF series. Tables SF-3B and 4B are concerned solely with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown included where construction or preliminary costs had been incurred during the year. Privately-owned toll facilities are shown where tolls are collected for or for counties, local road and bridge districts, and municipalities and regional authorities.

<sup>2/</sup> Interstate or international authorities are marked with an asterisk.

<sup>3/</sup> Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

<sup>4/</sup> Acquired by State in July, 1953, from City of Martinez.

<sup>5/</sup> At-Aetna (Aetna) Bridge opened to traffic April, 1953. Gilmore Street Bridge opened to traffic June, 1953.

<sup>6/</sup> Suspension Bridge purchased July, 1953.

<sup>7/</sup> Tolls discontinued October, 1953.

<sup>8/</sup> Opened to traffic August, 1953.

<sup>9/</sup> Federal funds.

<sup>10/</sup> Portland, Delaware Water Gap, and Milford Bridges opened to traffic December, 1953; Trenton-Morrisville and East-Fall-River Bridges in operation.

<sup>11/</sup> Includes \$1,885,000 Federal funds expended on toll-free termini of Thruway.

<sup>12/</sup> Includes \$37,000 surplus funds of East Liverpool-Chester Bridge.

<sup>13/</sup> Opened to traffic May, 1953.

<sup>14/</sup> Allocated from proceeds of Fox Island and Puget Sound bonds.

<sup>15/</sup> Tolls discontinued on Astoria-Megler Bridge June, 1953, and on Silver Bridge April, 1952.



DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES - 1953

TABLE SF-48, 1953  
SHEET 1 OF 2  
ISSUED OCTOBER 1954

Highway Finance

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION	ADMINIS- TRATION AND MISCELLANEOUS	INTEREST ON BONDS	RETIREF- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENDI- TURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1953	
										RESERVES FOR CONSTRU- TION, DEER OPERATION, ETC.	RESERVES FOR SERVICE
California	San Francisco-Oakland Bay Bridge	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	San Mateo-Alameda Bridges	260	1,666	118	1,000	2,000	4,669	-	4,669	7,748	21,060
	Richmond-San Rafael Bridge	7,717	581	-	118	214	1,271	-	1,271	1,271	1,271
	San Francisco Bay-South Crossing	147	-	-	2,566	476	10,241	4,104	11,501	43,047	8,949
	Martinez-Benicia Ferry	-	47	-	-	-	1,391	1,391	1,391	1,500	-
	Total	8,124	2,294	129	3,165	2,476	16,183	2,438	18,626	53,369	30,581
Colorado	Denver-Boulder Turnpike	211	84	-	185	-	480	-	480	64	550
Connecticut	Charter Oak Bridge	-	241	-	53	160	454	-	454	277	2,157
	Groton-New London Bridge	-	165	-	56	220	441	-	441	336	877
	Old Lyme-Old Saybrook Bridge	-	110	-	68	125	303	-	303	171	456
	Merritt and Milbur Cross Parkways	73	5,403	-	27	500	1,003	632	1,635	2,978	-
	Rocky Hill-Clatsbury, Chester-Ballyne Ferries	-	52	-	-	-	52	-	52	-	-
	Windsor Locks-Enfield Expressway	-	-	-	-	-	1	-	1	-	-
Delaware	Greenwich-Killingly Expressway	300	-	-	-	-	300	-	300	-	-
	Total	404	971	-	204	1,005	2,584	632	3,216	3,431	3,490
Florida	Delaware River Memorial Bridge	537	396	167	1,817	685	3,602	-	3,602	2,804	7,053
	Lower Tampa Bay Bridge	7,369	-	-	799	-	8,168	-	8,168	6,923	1,274
	Overseas Highway	-	565	-	26	300	891	-	891	65	1,520
	Pennacola Beach Bridge	-	12	15	47	25	99	-	99	2	113
	Buccanner Trail	-	95	-	125	-	220	-	220	16	53
	Jacksonville Expressway System (Arlington and Gilmore Street Bridges)	5,315	-	8	768	-	6,091	247	6,338	1,952	560
Georgia	Bee Line Ferry	-	359	35	-	-	404	-	404	435	-
	Total	12,684	1,041	58	1,765	325	15,873	247	16,120	9,393	3,480
Illinois	Jekyll Creek Bridge	201	-	-	-	-	201	-	201	-	-
	Mississippi River Bridge (Oak)	-	86	14	45	755	900	-	900	107	49
	Proposed Toll Roads	-	86	12	-	755	912	-	912	107	49
	Total	-	-	26	45	-	-	-	-	-	-
	Lawrenceburg and Mt. Vernon Bridges	222	-	-	-	-	222	-	222	2,039	-
	Indiana Turnpike	327	-	-	-	-	327	-	327	1,712	-
Iowa	Total	549	-	-	-	-	549	-	549	-	-
	Iowa Toll Road	-	-	25	-	-	25	-	25	-	-
	Kansas Turnpike	-	-	25	-	-	25	-	25	-	-
	Total	-	-	50	-	-	50	-	50	-	-
	Central Bridge and Suspension Bridge	4,230	125	-	76	244	4,675	-	4,675	-	107
	Mississippi River Bridge (New Orleans)	-	-	21	-	-	21	-	21	732	-
Maine	Augusta Bridge	-	46	-	-	-	46	72	118	15	-
	Westbrook Bridge	-	35	-	-	60	125	-	125	-	101
	Carleton Bridge	-	-	-	19	80	99	-	99	-	169
	Deer Isle-Sadwick Bridge	-	13	-	14	16	43	-	43	-	98
	Bangor-Brewer Bridge	1,146	-	-	45	-	1,191	-	1,191	1,345	-
	Maine Turnpike	383	359	805	3,454	20,274	25,275	-	25,275	44,340	6,593
Maryland	Total	1,529	453	305	3,532	20,160	26,179	72	26,251	45,700	6,591
	Susquehanna, Potomac, and Chesapeake Bay Bridges	3,216	381	643	1,288	3,919	9,467	-	9,467	1,073	5,646
	Patuxent River Bridge	53	40	-	30	166	289	-	289	423	-
	Total	3,269	421	643	1,318	4,085	9,756	-	9,756	1,496	5,646
	Mythic River Bridge	93	221	199	779	17	1,309	-	1,309	682	1,959
	Massachusetts Turnpike	-	-	500	-	-	500	-	500	-	-
Massachusetts	Total	93	221	699	779	17	1,809	-	1,809	182	1,959
	Blue Water International Bridge	294	194	31	13	138	630	-	630	495	48
	Macoma-Sutton Bridge	-	2,418	22	-	22	2,440	-	2,440	-	-
	Wickford-St. Ignace Ferry	120	-	76	-	-	2,614	-	2,614	178	-
	Proposed Toll Roads	-	-	10	-	-	10	-	10	103	-
	Total	374	2,612	139	13	138	3,276	-	3,276	1,336	48
Mississippi	Pascagoula Bridge	-	-	-	177	-	2,507	-	2,507	5,957	791
	Bay St. Louis Bridge	2,310	-	-	204	-	3,964	-	3,964	840	182
	Total	6,000	-	-	471	-	6,471	-	6,471	6,797	973
	Paseo Bridge (Kansas City)	5,414	-	385	830	-	6,629	-	6,629	8,961	567
	Mississippi River Bridge (Caruthersville)	-	-	14	-	-	14	-	14	8,961	-
	Total	5,414	-	399	830	-	6,643	-	6,643	-	567
Missouri	Hampton Harbor Bridge	-	46	-	13	50	109	-	109	-	343
	Maine-New Hampshire Interstate Bridge	-	104	-	39	216	359	-	359	93	119
	New Hampshire Turnpike System	1,081	184	-	108	170	1,543	-	1,543	2,077	674
	Total	1,081	334	-	100	476	1,911	-	1,911	2,170	1,132
New Hampshire	Hampton Harbor Bridge	-	46	-	13	50	109	-	109	-	343
	Maine-New Hampshire Interstate Bridge	-	104	-	39	216	359	-	359	93	119
	New Hampshire Turnpike System	1,081	184	-	108	170	1,543	-	1,543	2,077	674
	Total	1,081	334	-	100	476	1,911	-	1,911	2,170	1,132
	Hampton Harbor Bridge	-	46	-	13	50	109	-	109	-	343
	Maine-New Hampshire Interstate Bridge	-	104	-	39	216	359	-	359	93	119
	New Hampshire Turnpike System	1,081	184	-	108	170	1,543	-	1,543	2,077	674
	Total	1,081	334	-	100	476	1,911	-	1,911	2,170	1,132

## DISBURSEMENTS FOR TOLL ROAD AND CROSSING FACILITIES-1953<sup>1</sup>

Compiled for Calendar Year  
from Reports of Highway Authorities

STATE	NAME OF FACILITY	CAPITAL COST	MAINTENANCE AND OPERATION EXPENSE	FACILITY ACQUISITION COST	INTEREST ON BONDS PAID	RENTAL AND OTHER INCOME	SURPLUS (DEFICIT) EXCESS (SHORTAGE)	FUND TRANSFERS TO OTHER FUNDS	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1953	
										RESERVES FOR DEBT SERVICE	RESERVES FOR CONSTRUCTION EXPENSE
New Jersey	Various Bridges New Jersey Turnpike System Cape May State Parkway Total	14,795 14,795 14,795 14,795	2,467 2,467 2,467 2,467	733 733 733 733	11,855 11,855 11,855 11,855	30,000 30,000 30,000 30,000	60,341 60,341 60,341 60,341	6/2,341 6/2,341 6/2,341 6/2,341	9,940 9,940 9,940 9,940	126,168 126,168 126,168 126,168	1,575 21,040 33,025 33,025
New York	Kingston, Rip Van Winkle, Mid-Hudson and Bear Mountain Bridges; Rouses Point and Crown Point Bridges Thousand Islands Bridge Peace Bridge Rainbow Bridge Rolland and Lincoln Tunnels, George Washington and Staten Island Bridges Mendoc Brook, Loop, Wamagah, and Caytree Causeways Veterans Memorial Highway New York Turnpike Total	51 491 754 11,522 5,102 157,004 174,869 174,869	301 46 46 184 12,823 127 1,377 1,377	34 34 34 34 34 34 34 34	27 4 4 76 1,420 24 4,474 4,474	900 119 130 154 112 14,509 210 86 3,000 15,732 15,732	4,401 174 174 174 174 47,447 1,420 1,420 220,285 220,285	1,401 174 174 174 174 174 174 174 174 174	261 174 174 174 174 47,447 1,420 1,420 220,285 220,285	12,292 7 18,137 18,137	
Ohio	Cincinnati-Morton Bridge Ohio Turnpike Total	4 4 4	2 2 2	4 4 4	2 2 2	2 2 2	4 4 4	2 2 2	4 4 4	2 2 2	26,326 26,326 26,326
Oklahoma	Turner Turnpike (Oklahoma City-Tulsa)	1,000	50	50	1,000	1,000	12,165	12,165	12,165	753	942
Oregon	Astoria-Wegler Ferry	289	289	289	289	289	289	289	289	289	289
Pennsylvania	Leavitt River Bridge (Camden and Gloucester) Various State Toll Bridges Trenton Bridge Pottsville Bridge Pottsville Turnpike System Total	3,144 3,144 3,144 3,144 3,144 3,144	4,324 4,324 4,324 4,324 4,324 4,324	377 377 377 377 377 377	2,444 2,444 2,444 2,444 2,444 2,444	1,201 1,201 1,201 1,201 1,201 1,201	13,970 13,970 13,970 13,970 13,970 13,970	12/147 12/147 12/147 12/147 12/147 12/147	92,354 92,354 92,354 92,354 92,354 92,354	14,124 14,124 14,124 14,124 14,124 14,124	
Rhode Island	Jameson Bridge	84	84	84	84	84	84	84	84	84	84
South Carolina	Hilton Head Ferry	20	20	20	20	20	20	20	20	20	20
Tennessee	Cumberland River Bridge	3,144	3,144	3,144	3,144	3,144	3,144	3,144	3,144	3,144	3,144
Virginia	James River Bridge System Longview Bridge Irvington, Henderson, and Hopewell Ferries Chatham County Bridge Elizabeth River Bridge and Tunnel Total	470 470 470 470 470 470	63 63 63 63 63 63	12 12 12 12 12 12	24 24 24 24 24 24	302 302 302 302 302 302	1,477 1,477 1,477 1,477 1,477 1,477	1,477 1,477 1,477 1,477 1,477 1,477	1,477 1,477 1,477 1,477 1,477 1,477	1,477 1,477 1,477 1,477 1,477 1,477	
Washington	Puget Sound Ferry System Longview Bridge Pugnet Sound Ferry System (Washington State Ferries) Proposed Projects Total	461 461 461 461 461	461 461 461 461 461	461 461 461 461 461	461 461 461 461 461	461 461 461 461 461	461 461 461 461 461	461 461 461 461 461	461 461 461 461 461	461 461 461 461 461	
West Virginia	Steuersville, Astoria, Henderson, and Silver Bridges West Virginia Turnpike Total	48,208 48,208 48,208	27 27 27	48 48 48	23 23 23	77 77 77	1,070 1,070 1,070	1,070 1,070 1,070	1,070 1,070 1,070	1,070 1,070 1,070	
Wisconsin	Monona Turnpike	22,533	22,533	22,533	22,533	22,533	22,533	22,533	22,533	22,533	22,533
Summary	Total Bridge and Tunnel Facilities Total Road Facilities Total Ferry System Grand Total	68,722 364,992 434,664 434,664	9,983 9,983 9,983 9,983	58,642 58,642 58,642 58,642	1,007 1,007 1,007 1,007	105,423 105,423 105,423 105,423	1,007 1,007 1,007 1,007	1,007 1,007 1,007 1,007	1,007 1,007 1,007 1,007	1,007 1,007 1,007 1,007	

1/ See Tables SF-1 and 2 for general note on SF series. Tables SF-3B and 4B are concerned solely with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities still outstanding. Other facilities for which no tolls are collected, such as bridges, low-level crossings, and locks, are included where bonded indebtedness has been incurred during the year. Privately-owned toll facilities and quasi-public facilities operated by or for counties, low-level crossings, and bridge districts, and similar facilities have been omitted.

2/ Includes costs of toll collection.

- 9/ Estimated nonhighway allocation of toll revenues.
- 10/ Reimbursement to the State for construction expenditures prior to the establishment of the Thruway Authority.
- 11/ Includes \$87,000 surplus funds of East Liverpool-Chester Bridge.
- 12/ Tolls in excess of estimated highway expenditures considered to have been allocated to other than highway facilities of the Delaware River Port Authority.
- 13/ Preliminary engineering, Hampton Roads Tunnel.



STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS - 1953 1/

TABLE SF-5, 1953  
ISSUED OCTOBER 1954

Compiled for Calendar Year  
from Reports of State Authorities

STATE	BALANCES ON JANUARY 1, 1953 2/			RECEIPTS FROM CURRENT STATE IMPOSTS 3/					OTHER RECEIPTS					TOTAL RECEIPTS
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEFT SERVICE	TOTAL	HIGHWAY-USER REVENUE 4/			APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS 5/	TOTAL	TRANSFERS FROM LOCAL GOVERNMENTS		ISSUE OF BONDS, NOTES, ETC.	MISCELLANEOUS RECEIPTS	TOTAL
	MOTOR-FUEL TAXES	MOTOR-VEHICLE REGS., ETC.	MOTOR-CARRIER TAXES	DOLLARS	DOLLARS	DOLLARS	DOLLARS	DOLLARS	DOLLARS	FROM COUNTIES, ETC.	FROM CITIES	DOLLARS	DOLLARS	DOLLARS
Alabama 6/	1,575	9,975	9,975	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Arizona	9,716	4,650	4,650	220	31,575	-	-	-	31,575	-	-	-	-	4,955
Arkansas	273	273	273	6	4,667	-	-	-	4,667	710	-	-	-	1,977
California	8,872	8,872	8,872	12	7,729	-	-	-	7,729	391	-	-	-	782
Colorado	1,172	9,419	2,393	1,405	13,127	-	-	-	13,127	-	-	-	-	13,127
Connecticut	5,324	5,780	2,586	329	8,695	-	-	-	8,695	-	-	-	-	8,695
Delaware 6/	-	-	-	452	12,711	-	-	-	12,711	240	-	-	-	12,951
Florida	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Idaho	1,515	17,824	1,825	16	19,665	-	-	-	19,665	-	-	-	-	774
Illinois	45,166	3,637	1,397	51	5,075	-	-	-	5,075	1,179	-	-	-	2,295
Indiana	-	45,166	6,223	-	77,840	-	-	-	77,840	-	-	-	-	6,797
Iowa	5,449	22,789	12,469	106	35,364	-	-	-	35,364	-	-	-	-	35,531
Kansas	2,653	18,986	16,705	102	35,793	-	-	-	35,793	-	-	-	-	45,953
Kentucky	2,191	1,313	1,313	162	10,102	-	-	-	10,102	2,971	-	-	-	17,917
Louisiana	-	3,856	2,482	112	6,454	-	-	-	6,454	-	-	-	-	6,454
Maine	-	9,667	958	-	10,625	-	-	-	10,625	38	-	-	-	10,777
Maryland	475	1,168	531	5	1,704	-	-	-	1,704	-	-	-	-	1,704
Massachusetts	727	17,450	4,971	-	22,421	-	-	-	22,421	586	-	-	-	25,477
Michigan	2,925	6,453	2,230	-	8,683	-	-	-	8,683	-	-	-	-	9,684
Minnesota	9,218	46,765	27,981	552	75,298	-	-	-	75,298	2,624	-	-	-	5,697
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Missouri	8,708	13,627	6,434	-	13,627	-	-	-	13,627	-	-	-	-	3,708
Montana	8,997	12,686	17	-	19,060	-	-	-	19,060	-	-	-	-	17,917
Nebraska	5,992	11	11	-	28	-	-	-	28	-	-	-	-	5,090
Nevada	-	85	2,834	-	2,919	-	-	-	2,919	-	-	-	-	2,919
New Hampshire	-	11,438	4,027	2	15,467	-	-	-	15,467	-	-	-	-	16,592
New Jersey	-	490	4	8	502	-	-	-	502	-	-	-	-	502
New Mexico	-	814	512	3	1,329	-	-	-	1,329	361	-	-	-	1,833
New York	13,835	7,814	7,989	-	15,803	-	-	-	15,803	219	-	-	-	17,001
North Carolina 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North Dakota	1,467	17,741	19,114	597	2,384	-	-	-	2,384	-	-	-	-	2,384
Ohio	396	1,492	3,011	-	37,752	-	-	-	37,752	-	-	-	-	39,628
Oklahoma	-	5,244	5,244	-	5,244	-	-	-	5,244	-	-	-	-	5,244
Oregon	-	1,592	1,592	-	1,592	-	-	-	1,592	-	-	-	-	1,592
Pennsylvania	3,914	41,383	40,914	295	82,592	-	-	-	82,592	1,582	-	-	-	7,763
Rhode Island	360	18,227	7,862	300	26,389	-	-	-	26,389	-	-	-	-	29,954
South Carolina	5,141	9,021	3,065	2,818	14,905	-	-	-	14,905	535	-	-	-	16,981
South Dakota	1,595	21,730	5,403	-	27,133	-	-	-	27,133	482	-	-	-	27,133
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Texas	-	214	136	1	351	-	-	-	351	-	-	-	-	1,893
Utah	-	5,944	4,126	10	5,944	-	-	-	5,944	-	-	-	-	5,944
Vermont	-	1,381	1,813	191	5,517	-	-	-	5,517	-	-	-	-	5,930
Virginia 6/	2,800	26,517	1,813	-	28,521	-	-	-	28,521	1,412	-	-	-	10,321
Washington	-	7,300	21,539	-	28,839	-	-	-	28,839	-	-	-	-	28,839
West Virginia 6/	106	2,237	2,237	-	2,237	-	-	-	2,237	257	-	-	-	2,667
Wisconsin	671	698	1,615	21	3,873	-	-	-	3,873	207	-	-	-	4,489
Wyoming	-	1,950	321	37	2,308	-	-	-	2,308	1	-	-	-	2,309
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Washington	806	22,583	132	-	22,715	-	-	-	22,715	634	-	-	-	30,125
West Virginia 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	1,661	14,811	10,482	470	25,763	-	-	-	25,763	-	-	-	-	8,287
Wyoming	1,997	3,647	3,647	-	3,647	-	-	-	3,647	3,292	-	-	-	3,790
Dist. of Col.	8,470	10,012	1,807	-	11,819	-	-	-	11,819	139	-	-	-	13,733
Total	162,804	640,746	246,733	8,283	895,762	5,310	15,090	916,162	61,819	27,479	3,194	12,458	418	1,021,530

1/ See Tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

2/ Any difference between January 1 balances and previous year's closing balances are the result of accounting adjustments. Inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for local roads and streets out of State general funds: Calif. \$627,000, La. \$1,970,000, Tenn. \$5,000,000, Wash. \$8,000.

4/ The entries in these columns are identical with the totals for local roads and streets on Tables G-3, W-3, M-2, and D-2, respectively.

5/ Iowa, sales and use tax; La., oil royalties \$44,000; Miss., sales tax; Mo., tax on private car (railroad) companies; N. Dak., use (sales) tax on motor vehicles purchased out of State; Okla., severance tax.

6/ County roads are under State control in Ala. (four counties), Del., N. C., Va. (all but two counties), and W. Va.

STATE EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS—1953<sup>1/</sup>TABLE SP-6, 1953  
ISSUED OCTOBER 1953Compiled for calendar year  
from reports of State authorities

STATE	COUNTY AND OTHER LOCAL ROADS				CITY STREETS				SERVICE OF OBLIGATIONS FOR LOCAL ROADS				SUMMARY OF STATE DISBURSEMENTS FOR LOCAL ROADS AND STREETS				BALANCES ON DECEMBER 31, 1953			
	DIRECT EXPENDITURES BY STATE 2/				FUND TRANSFERS TO COUNTIES, TOWNSHIPS, ETC. 4/	DIRECT EXPENDITURES BY STATE				FUND TRANSFERS TO CITIES 4/	TOTAL	STATE ISSUES FOR LOCAL ROADS	FUND TRANSFERS FOR PAYMENTS ON LOCAL BONDS 1/	TOTAL	DIRECT EXPENDITURES BY STATE	FUND TRANSFERS	TOTAL	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL
	CONSTRUCTION 3/	MAINTENANCE AND REPAIRS 3/	ADMINISTRATION AND OTHER 3/	TOTAL		CONSTRUCTION 3/	MAINTENANCE AND REPAIRS 3/	ADMINISTRATION AND OTHER 3/	TOTAL											
Alabama	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Alaska	10,151	-	-	10,151	22,822	1,784	-	24,606	1,601	1,385	-	-	26,000	11,975	24,606	16,158	10,151	-	-	10,151
Arizona	1,823	-	47	1,870	3,080	-	-	3,080	1,540	1,540	-	-	4,620	11,975	4,620	16,158	10,151	-	-	10,151
Arkansas	782	-	-	782	7,330	-	-	7,330	26,864	26,864	-	-	33,194	7,782	33,194	104,556	8,625	-	-	8,625
California	7,039	-	-	7,039	70,639	14	-	70,653	937	937	-	-	71,590	7,053	71,590	13,045	1,254	-	-	1,254
Colorado	350	-	-	350	11,698	-	-	11,698	1,669	1,669	-	-	13,367	350	13,367	7,022	6,600	-	-	6,600
Connecticut	397	-	-	397	5,750	-	-	5,750	-	-	-	-	5,750	397	5,750	1,410	-	-	-	-
Delaware	380	-	-	380	494	-	-	494	-	-	-	-	494	380	494	12,461	2	-	-	2
Florida	11,402	-	-	11,402	8,017	-	-	8,017	-	-	-	-	8,017	11,402	8,017	20,439	-	-	-	-
Georgia	1,493	-	-	1,493	1,785	-	-	1,785	199	199	-	-	1,984	1,493	1,984	6,882	-	-	-	-
Idaho	1,423	-	-	1,423	20,248	230	-	20,478	28,261	29,781	-	-	30,201	18,975	30,201	73,320	2,003	-	-	2,003
Illinois	1,423	-	-	1,423	23,864	-	-	23,864	11,186	11,186	-	-	35,050	1,423	35,050	35,521	-	-	-	-
Indiana	15,253	-	-	15,253	25,492	551	-	25,843	5,827	6,378	-	-	31,219	15,937	31,219	47,256	-	-	-	-
Iowa	8,344	-	-	8,344	7,083	-	-	7,083	2,344	2,344	-	-	9,427	8,344	9,427	17,771	-	-	-	-
Kansas	-	-	-	-	1,454	-	-	1,454	-	-	-	-	1,454	5,545	1,454	6,999	-	-	-	-
Kentucky	-	-	-	-	7,144	-	-	7,144	1,394	1,394	-	-	8,538	1,454	8,538	10,480	-	-	-	-
Louisiana	-	-	-	-	697	-	-	697	50	50	-	-	747	88	747	1,684	-	-	-	-
Maine	669	-	-	669	776	-	-	776	161	161	-	-	937	5,839	937	25,337	-	-	-	-
Maryland	1,178	-	-	1,178	5,508	2,290	-	7,798	13,990	16,280	-	-	20,078	421	20,078	9,593	-	-	-	-
Massachusetts	2,048	-	-	2,048	3,779	435	-	4,214	3,162	3,162	-	-	7,376	6,463	7,376	10,241	-	-	-	-
Michigan	6,463	-	-	6,463	55,449	-	-	55,449	24,523	24,523	-	-	80,000	6,463	80,000	10,241	-	-	-	-
Minnesota	7,790	-	-	7,790	13,477	256	-	13,733	256	256	-	-	13,989	8,085	13,977	21,562	-	-	-	-
Mississippi	7,895	-	-	7,895	26,955	-	-	26,955	-	-	-	-	26,955	8,085	26,955	26,955	-	-	-	-
Missouri	-	-	-	-	1,862	-	-	1,862	-	-	-	-	1,862	100	1,862	1,890	-	-	-	-
Montana	-	-	-	-	2,890	-	-	2,890	69	69	-	-	2,959	100	2,919	2,919	-	-	-	-
Nebraska	1,751	-	-	1,751	14,029	148	-	14,177	1,062	1,210	-	-	15,091	1,501	15,091	16,592	-	-	-	-
Nevada	1,729	-	-	1,729	102	-	-	1,831	-	-	-	-	1,831	1,729	1,729	502	-	-	-	-
New Hampshire	1,956	-	-	1,956	7,696	1,111	-	8,807	5,797	7,147	-	-	13,944	2,942	13,902	17,644	-	-	-	-
New Mexico	-	-	-	-	2,364	-	-	2,364	-	-	-	-	2,364	-	2,364	2,364	-	-	-	-
New York	3,752	-	-	3,752	36,256	-	-	36,256	-	-	-	-	36,256	3,752	36,256	40,108	-	-	-	-
North Carolina	3,216	-	-	3,216	4,567	-	-	4,567	-	-	-	-	4,567	3,216	4,567	9,188	-	-	-	-
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	3,589	-	-	3,589	54,781	-	-	54,781	29,009	29,009	-	-	83,790	3,589	83,790	87,379	-	-	-	-
Oklahoma	1,722	-	-	1,722	25,933	-	-	25,933	1,302	1,302	-	-	27,235	1,722	27,235	29,957	-	-	-	-
Oregon	2,429	-	-	2,429	9,262	273	-	9,535	4,866	5,957	-	-	13,448	2,738	13,448	16,186	-	-	-	-
Pennsylvania	233	-	-	233	21,615	-	-	21,615	5,957	5,957	-	-	27,572	233	27,539	27,572	-	-	-	-
Rhode Island	20	-	-	20	106	-	-	106	-	-	-	-	106	1,767	1,767	1,893	-	-	-	-
South Carolina	3,407	-	-	3,407	5,944	-	-	5,944	497	497	-	-	6,441	1,767	6,441	6,441	-	-	-	-
South Dakota	12,754	-	-	12,754	15,405	619	-	16,324	3,864	4,483	-	-	19,807	1,767	19,269	21,574	-	-	-	-
Tennessee	-	-	-	-	20	-	-	20	-	-	-	-	20	1,767	1,767	1,893	-	-	-	-
Texas	378	-	-	378	25,641	-	-	25,641	971	971	-	-	26,612	378	26,612	28,390	-	-	-	-
Utah	1,057	-	-	1,057	1,719	-	-	1,719	333	333	-	-	2,052	1,057	2,052	2,052	-	-	-	-
Vermont	-	-	-	-	3,426	-	-	3,426	1,661	1,661	-	-	5,087	1,057	5,087	5,122	-	-	-	-
Virginia	1	-	-	1	647	-	-	647	-	-	-	-	647	1	647	2,308	-	-	-	-
Washington	3,232	-	-	3,232	16,469	90	-	16,559	5,373	5,467	-	-	21,922	3,232	21,842	25,154	-	-	-	-
West Virginia	5,890	-	-	5,890	23,256	2,619	-	26,075	7,459	10,111	-	-	33,570	5,890	33,569	33,569	-	-	-	-
Wisconsin	1,797	-	-	1,797	3,196	-	-	3,196	502	502	-	-	3,698	1,797	3,698	3,698	-	-	-	-
Wyoming	-	-	-	-	1,399	-	-	1,399	25	25	-	-	14,611	11,586	11,586	11,586	-	-	-	-
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	114,572	13,461	1,921	129,954	590,133	749,987	19,277	1,215	3,049	25,341	907	18,280	19,187	186,302	807,703	994,005	189,868	1,367	191,235	191,235

1/ See tables SP-1 and 2 for general note on SP series. Tables SP-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control. County roads under State control in Alaska are counted as "Highway 48" and "Highway 49" and are included in the "Total" column. Roads under State control in Alaska are counted as "Highway 48" and "Highway 49" and are included in the "Total" column.

2/ Includes expenditures on Federal-aid secondary and urban projects that are locally off the State apportionment.

3/ In many States, the funds transferred to counties, townships, etc. may ultimately have been used in part for city streets or services of local road bonds. Expenditures on city streets forming urban extensions of the State highway system are included under "Highway 48" and "Highway 49" and are included in the "Total" column.

4/ Does not include any part of the per capita State aid (\$85 million) to cities, towns, and villages, which may be used for highway and other purposes. Amounts cannot be ascertained.

5/ Highway department administration, engineering, and miscellaneous \$229,000, traffic police and safety education \$1,476,000.

1/ See tables SP-1 and 2 for general note on SP series. Tables SP-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

2/ Includes expenditures on Federal-aid secondary and urban projects that are located off the State systems.

3/ Includes expenditures on Federal-aid secondary and urban projects that are located off the State systems.

4/ In many States, the funds transferred to counties, townships, etc. may ultimately have been used in part for city streets or services of local road bonds. Expenditures on city streets forming urban extensions of the State system are included under "disbursements for State-administered highways" table SP-1.

5/ Does not include any part of the per capita State aid (\$85 million) to cities, towns, and villages, which may be used for highway and other purposes. Amounts cannot be segregated.

6/ Highway department administration, engineering, and miscellaneous \$299,000, traffic police and safety education \$1,476,000.



## FUNDS USED FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES - 1953 1/

TABLE SF-9, 1953  
ISSUED OCTOBER 1954Compiled for Calendar Year  
from Reports of State Authorities

STATE	FUND BALANCES JANUARY 1, 1953 2/										HIGHWAY-USER REVENUE 3/										APPRO- PRI- ATIONS FROM GENERAL FUNDS 1/
	MOTOR-FUEL TAXES					FUNDS RETAINED BY LOCAL AUTHORITIES 4/					STATE MOTOR-VEHICLE COLLECTIONS 5/					MOTOR- CARRIER TAXES	TOTAL FROM HIGHWAY- USER REVENUE 5/				
	MOTOR- VEHICLE TAX ADMINIS- TRATION FUNDS	MOTOR- VEHICLE TAX ADMINIS- TRATION FUNDS	MOTOR- VEHICLE TAX ADMINIS- TRATION FUNDS	TOTAL	STATE GALLON- AGE TAXES	MOTOR- FUEL INSPER- TION FUNDS	TOTAL	REGIS- TRATION FEES, ETC.	OPERATORS, CHAUFFERS, LICENSEES	TOTAL	REGIS- TRATION FEES, ETC.	OPERATORS, CHAUFFERS, LICENSEES	TOTAL								
Alabama	1,000	1,000	1,000	1,000	1,000	177	365	763	243	1,006	395	-	395	1,401	1,938	1,000	1,000				
Arizona	-	-	-	-	-	-	257	193	-	193	292	-	292	312	1,402	-	-				
Arkansas	-	-	-	-	-	80	87	-	-	-	14,206	-	14,206	2,630	17,743	-	-				
California	-	-	-	-	-	907	907	-	-	-	-	-	-	-	-	-	-				
Colorado	-	-	-	-	-	-	-	656	172	828	923	-	923	2,149	2,190	-	-				
Connecticut	-	-	-	-	-	-	70	-	-	-	2,149	-	2,149	168	2,387	-	-				
Delaware	-	-	-	-	-	18	-	-	-	-	401	-	401	-	419	-	-				
Florida	-	-	-	-	-	31	401	432	501	864	1,632	51	1,683	2,947	3,050	-	-				
Georgia	-	-	-	-	-	263	-	263	-	-	630	-	630	700	1,085	-	-				
Idaho	-	-	-	-	-	59	-	59	-	-	366	-	366	13	438	-	-				
Illinois	-	-	-	-	-	303	402	705	-	-	1,104	-	1,104	6,293	6,293	-	-				
Indiana	-	-	-	-	-	108	102	210	768	976	1,662	18	1,680	3,040	3,040	-	-				
Iowa	26	-	-	-	26	288	35	323	215	545	562	269	831	2,000	2,000	-	-				
Kansas	-	6	-	-	6	577	118	695	367	1,334	1,334	-	1,334	3,307	3,307	-	-				
Kentucky	-	-	-	-	-	270	-	270	748	961	780	-	780	2,480	2,480	-	-				
Louisiana	-	-	-	-	-	282	191	473	-	-	949	567	1,516	2,058	2,058	90	90				
Maine	-	184	-	-	184	41	-	41	-	-	-	-	-	47	560	-	-				
Maryland	-	-	-	-	-	101	-	101	-	-	1,557	-	1,557	155	1,658	-	-				
Massachusetts	-	602	-	-	602	144	63	207	-	543	2,822	430	3,252	4,413	4,413	-	-				
Michigan	-	-	-	-	-	480	-	480	-	-	-	-	-	305	4,584	-	-				
Minnesota	-	666	-	-	666	213	125	338	-	60	1,718	402	1,778	94	2,210	-	-				
Mississippi	20	-	-	-	20	883	-	903	254	314	1,082	142	1,224	185	1,902	-	-				
Missouri	-	20	-	-	20	129	112	241	-	102	1,416	-	2,498	171	2,910	-	-				
Montana	-	62	-	-	62	50	6	56	102	-	267	-	267	58	563	-	-				
Nebraska	201	-	-	-	201	166	78	244	249	72	337	-	337	81	983	-	-				
Nevada	-	75	-	-	75	35	51	86	85	85	357	86	256	419	1,469	-	-				
New Hampshire	-	-	-	-	-	497	-	497	-	-	6,591	-	6,591	7	364	-	-				
New Jersey	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,088	-	-				
New Mexico	-	-	-	-	-	184	-	184	-	-	498	86	584	340	1,108	-	-				
New York	-	-	-	-	-	230	-	230	2,190	2,190	5,176	-	5,176	1,799	9,395	-	-				
North Carolina	-	1,426	-	-	1,426	236	236	472	-	28	1,921	987	2,908	5	3,149	-	-				
North Dakota	16	-	-	-	16	58	150	208	-	28	258	31	289	61	586	-	-				
Ohio	-	1,847	-	-	1,847	384	116	500	2,408	431	2,839	618	3,457	279	4,120	-	-				
Oklahoma	-	-	-	-	-	295	-	295	577	-	362	-	362	36	1,386	-	-				
Oregon	-	-	-	-	-	104	-	104	-	-	1,966	-	1,966	832	2,902	-	-				
Pennsylvania	-	-	-	-	-	417	-	417	-	-	5,420	-	5,420	-	5,627	-	-				
Rhode Island	-	-	-	-	-	26	-	26	-	-	553	-	553	32	611	-	-				
South Carolina	-	-	-	-	-	52	40	92	-	-	953	-	953	142	1,187	-	-				
South Dakota	-	-	-	-	-	114	4	118	-	-	100	-	100	68	286	-	-				
Tennessee	-	-	-	-	-	-	179	179	526	296	822	251	1,068	85	1,554	-	-				
Texas	947	-	-	-	947	695	-	695	2,502	-	2,502	1,682	4,184	114	7,895	-	-				
Utah	-	-	-	-	-	89	-	89	-	-	401	-	401	-	490	-	-				
Vermont	-	152	-	-	152	6	-	6	-	-	274	-	274	280	460	-	-				
Virginia	-	-155	-	-	-155	218	-	218	-	-	2,694	493	2,694	228	3,140	-	-				
Washington	-	-	-	-	-	199	-	199	700	-	965	-	965	617	2,623	-	-				
West Virginia	-	-	-	-	-	180	-	180	-	-	1,919	-	1,919	14	610	-	-				
Wisconsin	95	-	-	-	95	22	325	347	-	163	1,113	64	1,177	217	2,834	29	29				
Wyoming	-	-	-	-	-	119	7	126	-	-	643	-	643	272	471	-	-				
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	756	-	-				
Total	1,305	6,110	872	8,287	10,085	2,929	13,012	13,804	3,337	17,141	77,580	9,817	87,397	11,424	128,974	79	129,053				

1/ See Tables SP-1 and 2 for general notes on SP series. Tables SP-9 and 10 are concerned solely with receipts and disbursements for the collection of motor-vehicle taxes. For the collection of State general fund revenues, and 2/ any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ These columns indicate the source of funds allocated, and not necessarily the object of expenditure, e.g., motor-fuel tax collection costs were paid from motor-fuel inspection fees in Fla. and S. C. (part), and S. C. from motor-vehicle revenues in N. H.; from general funds in W. Va. and Dist. of Col. Motor-carrier collection expense paid from motor-vehicle allocations in Maine (part), N. J., Utah, and W. Va.; from general funds in Dist. of Col.

4/ In many States county or other local officials are allowed service charges for issuing registrations, operators' licenses, etc. In some States the amounts allowed are in addition to the State fees, and are not entered in State records. In such cases, the amounts reported are estimated by State authorities.

5/ The entries in this column are identical with the entries in the column "for collection and administration of highway-user revenues" on Table DP.

6/ For this analysis, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for collection and administration of highway-user revenues out of State general funds: Ill., \$665,000, Iowa \$783,000, Mich. \$273,000, Minn. \$118,000, Miss. \$220,000, Nebr. \$252,000, N. C. \$92,000, Tenn. \$217,000.

1/ See Tables SF-1 and 2 for general note on SF series. Tables SF-9 and 10 are concerned solely with receipts and disbursements for the collection and administration of State highway-user revenues.

2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ These columns indicate the source of funds allocated, and not necessarily the object of expenditure, e.g., motor-fuel tax collection costs were paid from motor-fuel inspection fees in Fla. and M. C. (part), and S. C.; from motor-vehicle revenues in N. J.; from general funds in W. Va. and Dist. of Col. Motor-carrier collection expense paid from motor-vehicle allocations in Maine (part), N. J., Utah, and Vt.; from general funds in Dist. of Col.

4/ In many States county or other local officials are allowed service charges for issuing registrations, operators licenses, etc. In some States the amounts allowed are in addition to the State fees, and are not entered in State records. In such cases, the amounts reported are net of such charges. By State law, collection and administration are included with allocations of general motor-vehicle registration fees, and are not reported separately.

5/ The entries in this column are identical with the entries in the column "for collection and administration of highway-user revenues" on Table DF.

6/ For this analysis, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for collection and administration of highway-user revenues out of State general funds: Ill. \$665,000, Iowa \$783,000, Mich. \$773,000, Minn. \$118,000, Miss. \$220,000, N. C. \$92,000, Tenn. \$217,000.

## DISBURSEMENT FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES - 1953

TABLE SF-10, 1953  
ISSUED OCTOBER 1954Compiled for Calendar Year  
from Reports of State Authorities

STATE	COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES				COLLECTION AND ADMINISTRATION OF MOTOR-VEHICLE REGISTRATION FEES, ETC.								COLLECTION AND ADMINISTRATION OF MOTOR-CARRIER TAXES	TOTAL DISBURSEMENTS 4/	FUND BALANCES DECEMBER 31, 1953																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	COLLECTION AND ADMINISTRATION	INSPECTING MOTOR FUEL, ETC.	TOTAL	1,000 Dollars	LOCAL SERVICE CHARGE 2/				STATE EXPENDITURES 3/						1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
					REGIS-TRATION FEES, ETC.	OPERATORS, CHAUFFEURS, LICENSES	TOTAL	REGIS-TRATION FEES, ETC.	OPERATORS, CHAUFFEURS, LICENSES	TOTAL	REGIS-TRATION FEES, ETC.	OPERATORS, CHAUFFEURS, LICENSES									TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Alabama	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,0

1/ See Tables SF-1 and 2 for general note on SF series. Tables SF-9 and 10 are concerned solely with receipts and disbursements for the collection and administration of State highway-user revenues.

2/ In many States county or other local officials are allowed service charges for issuing registrations, operators' licenses, etc. In some States the amounts allowed are in addition to the State fees, and are not entered in State records. In such cases, the amounts reported are estimated by State authorities.

3/ In some States, the cost of administering the operators and chauffeur license laws is

included with general motor-vehicle registration expenses, and is not reported separately.

4/ The entries in this column are identical with the entries in the column "Expense of collecting and administering highway-user revenues" on Table SF-2.

5/ Cost of collecting motor-carrier taxes is included with motor-vehicle registration expenses. Amounts were not segregated.

6/ Cost of collection was paid from general funds. Amount was not reported.



STATE OBLIGATIONS FOR HIGHWAYS-1953  
OBLIGATIONS ISSUED OR ASSUMED DURING YEARTABLE SB-1, 1953  
SHEET 1 OF 3  
ISSUED OCTOBER 1954Compiled for Calendar Year  
from Reports of State Authorities

STATE AND OBLIGATIONS	NOMINAL DATE OF ISSUE 2/	NOMINAL DATE OF SALE	GROSS PROCEEDS OF SALES				APPLICATION OF PROCEEDS 4/	INTEREST 5/		SERIAL OR TERM	REDEMPTION PROVISIONS		SOURCE OF FUNDS FOR DEBT SERVICE 7/
			PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST 3/	GROSS PROCEEDS		POSTED RATE	NET INTEREST COST		MATURITY DATES AND AMOUNTS	CALL FEATURES 5/	
Alabama Reimbursement Obligations Assumed	-	-	1,000 Dollars	-	1,000 Dollars	1,000 Dollars	Obligations assumed for county roads under State control in Baldwin, Franklin, Jackson, and Lauderdale Counties.	-	-	S	1953-1962	None	Road-user taxes
California Toll Bridge Authority: San Francisco-Oakland Bay Bridge, Series D Richardson-San Rafael Bridge Revenue Bonds, Series A Total	9-1-53 9-1-52	10-15-53 1-16-53	3,000 62,000 65,000	18 - 18	13 1,168 1,181	3,031 63,168 66,199	Engineering studies for proposed second crossing of San Francisco Bay. Construction of toll bridge	2 3.875	1.933 3.875	T T	1962 1992	1955 at 101.25 1957 at 106.50	Bridge tolls
Delaware Highway Improvement Bonds, 1951 - Series C 1953 - Series A Total	5-1-53 9-1-53	5-11-53 9-16-53	3,500 3,952 7,455	10 9 19	2 4 6	3,512 2,968 7,480	Construction of State highways	2 2.25	1.967 2.223	S S	1954-1973, \$175,000 1954-1973, \$195,000-\$200,000	None	General State revenue *
Georgia State Bridge Building Authority: Bridge Revenue Bonds, Series A	7-1-53	10-29-53	9,750	-	99	9,849	Construction of bridges	2.6 & 2.7	2.676	S	1954-1969, \$465,000-\$775,000	1959 at 103	Highway rentals
Kentucky Bridge Revenue Bonds, Project No. 18 - Series A Total	7-1-53	8-27-53	530 315 4,361	- - -131	- - 23	- - 4,233	To purchase toll bridge at Covington, Kentucky	4 3 3.25	3.458	S S S	1954-1973, \$80,000-\$165,000 1983, \$2,001,000	1959 at 103	Bridge tolls
Louisiana Highway Bonds, Series A Highway Bonds, First Series Highway Bonds, Second Series Total	1-1-53 1-1-53 7-15-53	4-12-53 4-23-53 9-2-53	387 113 500 636 6,864 7,500 15,500	- - - - -2 -2	- 5 82 35 122	- 505 7,582 7,537 15,624	Construction of State highways	3.2 3 3.5 2.75 3.25 to 5	3.128 3.084 3.558	S S S S S	1954-1983, \$10,000-\$23,000 1959-1988, \$75,000-\$300,000 1958-1988, \$75,000-\$300,000	1963 at 101 1963 at 101 1963 at 101	Auto licenses * Gasoline tax * Gasoline tax *
Maine Highway and Bridge Loan Bonds Maine Turnpike Authority: Revenue Refunding and Extension Bonds Total	4-1-53 1-1-53	4-6-53 5-19-53	7,500 15,500 23,000 75,000 98,000	- 5 -3,000 -2,995	- 5 1,159 1,164	- 23,010 73,159 56,169	Construction of State highways Refund Revenue bonds, \$19,794,000, re- mainder for construction of toll road extension.	1.5 1.9 4	1.037 1.976 4.114	S S T	1954-1967, \$500,000 to \$2,500,000 1969	None 1958 at 104	Road-user taxes * Road tolls
Maryland State Highway Construction Bonds, Series E Total	8-1-53	8-11-53	6,604 3,334 6,335 2,667 23,000	- - - - 15	- - - - 20	- - - - 25,035	Construction of State highways	4 2.6 2.5 2.25	2.658	S S S S	1954-1968, \$1,666,000 to \$1,667,000	1957 at 3.75	Road-user taxes
Massachusetts Highway Improvement Loan Highway Improvement Loan Total	3-1-53 9-1-53	4-23-53 12-10-53	20,250 14,000 34,250	52 48 100	56 17 133	20,358 14,125 34,483	Construction of State highways, \$33,804,395; local roads, \$445,605	1.9 2	1.858 1.976	S S	1954-1962, \$2,250,000 1961-1967, \$2,000,000	- -	Road-user taxes *
Michigan Limited Access Highway Dedicated Tax Bonds, Series 1952 Total	12-1-52	1-16-53	4,350 12,300 3,350 20,000	- - - -11	- - - 54	- - - 20,065	Construction of Detroit-Toledo Expressway	3 2 1.75	2.032	S S S	1954-1958, \$4,350,000; 1959- 1961, \$3,100,000; 1962-1964, \$3,350,000; 1965-1971, \$9,200,000	- - -	Road-user taxes

STATE OBLIGATIONS FOR HIGHWAYS-1953  
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR ↘

Compiled for Calendar Year  
From Reports of State Authorities



STATE OBLIGATIONS FOR HIGHWAYS-1953  
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR 1/

TABLE SB-1, 1953  
SHEET OF 3  
ISSUED OCTOBER 1954

Compiled for Calendar Year  
from Reports of State Authorities

STATE AND OBLIGATIONS	NOMINAL DATE OF ISSUE 2/	NOMINAL DATE OF SALE	GROSS PROCEEDS OF SALES			APPLICATION OF PROCEEDS 4/	INTEREST 5/		REDEMPTION PROVISIONS		SOURCE OF FUNDS FOR DEBT SERVICE 7/	
			PAR VALUE	PREMIUM OR DISCOUNT	ACCURED INTEREST 3/		POSTED RATE	NET INTEREST COST	SERIAL OR TERM	MATURITY DATES AND AMOUNTS		
Texas Reimbursement Obligations Assumed	-	-	1,000 Dollars	-	1,000 Dollars	1,000 Dollars	-	-	-	-	Road-user taxes	
Washington State Ferry System Revenue Bonds, Issue #2	4-1-53	8-18-53	1,210	-	17	1,227	3.75	3.75	T	1968	1958 at par	Ferry tolls
Fox Island Toll Bridge Revenue Bonds	3-15-53	3-17-53	1,500	-52	-	1,448	3.70	3.90	T	1983	1955 at 102.5	Bridge tolls
Highway Construction Revenue Bonds, Series B	1-1-53	1-7-53	25,000	5	12	25,017	2.25 to 5	2.511	S	1953-1976	1961 at par	Gas tax
Series A and C	9-1-53	10-1-53	27,000	20	83	27,103	3.25 to 6	3.341	S	1954-1976	1963 at par	Gas tax
Total			52,000 54,710	-25 -27	95 112	52,120 54,795						
West Virginia Secondary Road Bonds, Series C, Third Issue	6-1-53	6-15-53	6,500	-	6	6,506	2 to 4	2.275	S	1953-1968, \$433,000 to \$1,302,000	-	Road-user taxes *
State Highway Bonds, Tenth Re- issue	11-1-53	12-7-53	2,000	2	7	2,009	2 to 4	2.157	S	1954-1976, \$80,000 to \$240,000	-	Road-user taxes
Total			8,500	2	13	8,515						
Wisconsin County Highway Improvement Bonds Assumed 10/	4-1-52	-	469	-	-	469	-	-	S	-	-	Road-user taxes
Pierce County - Series A												
GRAND TOTAL			1,108,790	-9,783	3,457	1,102,464						
1/ This table is one of a series giving available information concerning State and quasi-state obligations incurred for highway purposes. The remaining tables in the series are as follows: Table SB-2, change in indebtedness during year; Table SB-2B, obligations outstanding at end of year; Table SB-3, receipts and disbursements for debt service; Table SB-5, future debt service requirements. (Table SB-5 is published for odd-numbered years only.) When bonds were issued partly for highway and partly for other purposes, such issues have been charged to State highways, to county or other local roads and streets, and to nonhighway purposes, respectively, in proportion to the amounts of funds used for these purposes, with the nonhighway portion being omitted from these tables. Also omitted are obligations issued for terms of less than two years (interest payments, however, are included in Table SB-3).												
2/ Coincides with date bonds began to bear interest, unless noted otherwise.												
3/ Payment by bond purchaser for interest accrued from date of issue to date of sale.												
4/ In most cases, premium and accrued interest are used for debt service payments. Interest requirements for toll revenues, interest from county revenues.												
5/ "Posted Rate" is declared rate printed on bonds; "Net Interest Cost" is bid price to borrower for combined bond issue, and reflects the premium or discount on sale.												
6/ Entries in this column reflect first date bond issue may be redeemed in its entirety. If called subsequent to the dates shown, the call premium will usually be scaled downward accordingly.												
7/ Where an asterisk appears in this column, the bonds are understood to be secured by the full faith and credit of the State, in addition to the specific revenues dedicated by law to debt service.												
8/ Estimated highway share.												
9/ Premium and accrued interest not deposited in Highway Fund until 1954.												
10/ Counties issue bonds and turn proceeds over to the State. Maturities are paid from State highway-user revenues, interest from county revenues.												

1/ This table is one of a series giving available information concerning State and quasi-state obligations incurred for highway purposes. The remaining tables in the series are as follows: Table SB-2, change in indebtedness during year; Table SB-2B, obligations outstanding at end of year; Table SB-3, receipts and disbursements for debt service; Table SB-5, future debt service requirements. (Table SB-5 is published for odd-numbered years only.) When bonds were issued partly for highway and partly for other purposes, such issues have been charged to State highways, to county or other local roads and streets, and to nonhighway purposes, respectively, in proportion to the amounts of the original issues used for these purposes, with the nonhighway portion being omitted from these tables. Also omitted are obligations issued for terms of less than two years (interest payments, however, are included in Table SB-3).

2/ Coincides with date bonds began to bear interest, unless noted otherwise.

3/ Payment by bond purchaser for interest accrued from date of issue to date of sale.

4/ In most cases, premium and accrued interest are used for debt service payments. Interest requirements for toll revenues, interest from county revenues.

5/ Facility construction bonds are usually paid out of bond proceeds during the period of construction. "Fixed Rate" reflects rate printed in bonds; "Net Interest Cost" is bid price to borrower for combined bond issue and reflects the debt service on the bonds.

6/ Entries in this column reflect first date bond issue may be redeemed in its entirety. If called subsequent to the dates shown, the call premium will usually be scaled downward accordingly.

7/ Where an asterisk appears in this column, the bonds are understood to be secured by the full faith and credit of the State, in addition to the specific revenues dedicated by law to debt service.

8/ Estimated highway share.

9/ Premium and accrued interest not deposited in Highway Fund until 1954.

10/ Counties issue bonds and turn proceeds over to the State. Maturities are paid from State highway-user revenues, interest from county revenues.

STATE OBLIGATIONS FOR HIGHWAYS-1953  
CHANGE IN INDEBTEDNESS DURING YEARTABLE SB-2, 1953  
SHEET 1 OF 3  
ISSUED OCTOBER 1954

STATE	OBLIGATIONS LOCUS	CLASSIFI- CATION 5/	OBLIGATIONS OUTSTANDING JANUARY 1, 1953			OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1953	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1953 4/	NET INDEBTEDNESS DECEMBER 31, 1953
			1,000 Dollars	1,000 Dollars	1,000 Dollars	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
Alabama	State Highway Bonds													
	Florence Bridge Bonds	1	39,314						1,691		1,691	37,628		37,628
	Alabama Bridge Finance Corporation Refunding Bonds	2	146						60		60	88		88
	Reimbursement Obligations Assumed	6*	529						529		529			
Arkansas	Total		40,349			393		393	2,142		2,142	38,430		38,430
	State Highway Construction Bonds	1	17,844						1,365		1,365	16,522		16,522
	State Highway Refunding Bonds	1	69,638						2,572		2,572	67,066		67,066
	Refunding Reimbursement Bonds	5	34,347						1,269		1,269	33,078		33,078
California	Total		121,879			393		393	5,206		5,206	116,673		116,673
	State Highway Bonds	1	20,350						7,775		7,775	12,575		12,575
	San Francisco Bay Bridge Revenue Refunding Bonds	4*	9,000			3,000		3,000	2,000		2,000	50,000		50,000
	San Mateo-Alameda Bridge Revenue Bonds	4*	8,330						4,475		4,475	7,875		7,875
Colorado	Richmond-San Rafael Bridge	4*				62,000		62,000				62,000		62,000
	Total		47,700			65,000		65,000	4,250		4,250	128,450		128,450
	Revenue Anticipation Warrants	1*	3,696						1,891		1,891	1,805		1,805
	Turnpike Revenue Bonds	4*	6,271						1,891		1,891	6,271		6,271
Connecticut 5/	Total		9,967						3,782		3,782	7,905		7,905
	Wilbur Cross Parkway Bonds	4	2,500						500		500	2,000		2,000
	Toll Bridge Bonds	4	12,845						505		505	12,340		12,340
	Total		15,345						1,005		1,005	14,340		14,340
Delaware	State Highway Refunding and Improvement Bonds	1	22,017			7,455		7,455	1,086		1,086	28,386		28,386
	Delaware Memorial Bridge Revenue Bonds	4*	46,400						653		653	45,747		45,747
	State Assumed County Bonds	6	1,480						180		180	1,300		1,300
	Total		70,377			7,455		7,455	1,319		1,319	75,913		75,913
Florida	State Improvement Commission Bonds:													
	County Road Revenue Bonds	1*	7,609						445		445	7,164		7,164
	Toll Road and Bridge Bonds	4*	49,250									49,250		49,250
	State Road Department Lease Purchase Agreements:													
Georgia	Toll Road and Bridge Bonds Assumed	4*	7,905						325		325	7,580		7,580
	Special Bridge Obligations Assumed	6*	5,025						255		255	4,770		4,770
	Total		69,789						1,113		1,113	65,671		65,671
	State Bridge Building Authority Revenue Bonds	2				9,750		9,750				9,750		9,750
Illinois	State Highway Bonds	1	43,134						6,546		6,546	41,588		41,588
	Chicago Bridge Commission Revenue Refunding Bonds	4*	900						755		755	45		45
	Total		43,734						7,301		7,301	41,633		41,633
	County Benefit District Bonds Assumed	6*	4,613						1,000		1,000	3,613		3,613
Kansas	State Toll Bridge Revenue Bonds	4*	240			4,360		4,360	240		240	4,360		4,360
	State Highway Bonds	1	85,846			15,500		15,500	6,073		6,073	95,273		95,273
	Reimbursement Obligations Assumed	6*	37						2		2	28		28
	Total		85,283			15,500		15,500	6,082		6,082	95,301		95,301
Kentucky	State Highway Bonds	1	7,331			23,000		23,000	815		815	29,512		29,512
	Fore River Bridge Bonds	2	7,000									7,000		7,000
	State Toll Bridge Bonds	4*	3,400						170		170	3,610		3,610
	Deer Isle-Sedgwick Bridge Bonds	4*	331						16		16	315		315
Louisiana	Maine Turnpike Authority Bonds	4*	19,877			55,200		55,200	83		83	75,000		75,000
	Total		30,552			70,206		70,206	1,083		1,083	76,289		76,289
Maryland	State Highway Construction Bonds	1*	63,002			25,000		25,000	4,932		4,932	83,170		83,170
	Chesapeake Bay Bridge Revenue Bonds	4*	43,007						3,835		3,835	39,172		39,172
	Potomac River Bridge Bonds	4*	2,002						166		166	1,836		1,836
	Total		108,011			25,000		25,000	8,933		8,933	124,178		124,178
Massachusetts	Highway Improvement Loan - State Share	1	114,292			33,804		33,804	9,648		9,648	137,147		137,147
	Highway Improvement Loan - Local Share	7	5,003			416		416	352		352	5,203		5,203
	Metropolitan Parks - Series 2 - State Highway Issue	1	120,000			34,250		34,250	16,000		16,000	144,250		144,250
	Mythic River Bridge Authority Bonds	4*	22						9		9	13		13
Michigan	Total		27,000			34,250		34,250	17		17	26,303		26,303
	State Highway Improvement Bonds	1	117,032						10,226		10,226	171,246		171,246
	Limited Access Highway Revenue Bonds	1*	35						8		8	27		27
	State Bridge Commission Revenue Refunding Bonds	4*	80,000			20,000		20,000	134		134	100,000		100,000
	Total		80,201			20,000		20,000	142		142	100,499		100,499



STATE OBLIGATIONS FOR HIGHWAYS-1953  
CHANGE IN INDEBTEDNESS DURING YEAR

Compiled for Calendar Year  
from Reports of State Authorities

TABLE SB-2, 1953  
SHEET 2 OF 3  
ISSUED OCTOBER 1954

STATE	OBLIGATIONS ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS OUTSTANDING JANUARY 1, 1953	OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1953	SINKING FUND AND OTHER RESERVES DECEMBER 31, 1953	NET INDEBTEDNESS DECEMBER 31, 1953
				ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH INCOME AND DEPT RESERVES	BY REFUNDING	TOTAL			
				1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Mississippi	State Highway Bonds	1*	49,612	-	-	-	2,441	-	2,441	47,171	1,717	54,372
	State Highway Refunding Bonds	1*	8,918	-	-	-	-	-	-	8,918	-	-
	State Highway Revenue Refunding Bonds	5*	2,169	-	-	-	109	-	109	2,060	-	2,060
	State Toll Bridge Revenue Bonds	4*	8,400	9,960	-	9,960	-	-	-	18,360	-	18,360
	Total		69,099	9,960	-	9,960	2,550	-	2,550	76,509	1,717	76,792
Missouri	State Highway Bonds	1	14,500	-	-	-	4,000	-	4,000	10,500	-	10,500
	Reimbursement Obligations Assumed	6*	42	62	-	62	6	-	6	98	-	98
	Bridge Revenue Bonds	4*	16,000	-	-	-	-	-	-	16,000	-	16,000
	Total		30,542	62	-	62	4,006	-	4,006	26,598	-	26,598
Montana	Treasury Anticipation Debentures	1*	12,000	-	-	-	-	-	-	12,000	7,127	4,873
New Hampshire	State Highway Bonds	1	10,002	-	-	-	1,000	-	1,000	9,002	2	9,000
	1939 Highway Bonds - State Share	3	2	-	-	-	3	-	3	-	-	-
	1939 Highway Bonds - Local Share	7	10,000	-	-	-	1,005	-	1,005	9,002	2	9,000
	Subtotal		20,004	-	-	-	2,008	-	2,008	18,004	-	18,000
	New Hampshire Turnpike Bonds	4	6,840	-	-	-	170	-	170	6,670	673	5,997
	State Toll Bridge Bonds	4	755	-	-	-	50	-	50	705	343	362
	Maine-New Hampshire Interstate Bridge Authority Refunding Bonds	4*	1,783	-	-	-	212	-	212	1,571	180	1,391
	Total		19,359	-	-	-	1,437	-	1,437	17,922	1,198	16,724
New Jersey	Highway Improvement Bonds - State Share	1	30,921	-	-	-	1,297	-	1,297	29,624	-	29,624
	Highway Improvement Bonds - Local Share	7	3,802	-	-	-	1,183	-	1,183	2,619	267	2,352
	Subtotal		34,723	-	-	-	2,480	-	2,480	32,243	-	32,243
	Delaware River Joint Toll Bridge Commission Revenue Bonds	4*	29,210	-	-	-	146	-	146	28,064	223	28,287
	New Jersey Turnpike Authority Revenue Bonds	4*	285,000	120,000	-	150,000	-	30,000	30,000	465,000	8,270	396,730
	New Jersey Highway Authority Bonds (Garden State Parkway)	4	-	150,000	-	150,000	-	-	-	150,000	11,210	138,790
	Total		349,010	270,000	30,000	300,000	1,626	30,000	31,626	617,334	19,970	597,364
New Mexico	Gas Tax Debentures	1	15,105	-	-	-	2,160	-	2,160	12,945	1,221	11,724
New York	State Highway Improvement Bonds - Serial and Term	1	87,600	-	-	-	400	-	400	87,200	67,249	19,951
	State Highway Grade Crossing Elimination Bonds	2	175,795	-	-	-	10,000	-	10,000	165,795	-	165,795
	General State Improvement Bonds - State Highway Share	3	8,050	-	-	-	1,191	-	1,191	6,859	-	6,859
	New York State Bridge Authority Refunding Bonds	4*	5,700	-	-	-	300	-	300	5,400	-	5,400
	Niagara Falls Bridge Commission Refunding Bonds	4*	2,809	-	-	-	109	-	109	2,700	522	2,178
	Jones Beach Parkway Authority Refunding Bonds	4*	4,940	-	-	-	210	-	210	4,730	70	4,660
	Whiteface Mountain Authority Refunding Bonds - Highway Share	4*	977	-	-	-	66	-	66	891	202	689
	Thousand Islands Bridge Authority Refunding Bonds	4*	2,375	-	-	-	130	-	130	2,245	-	2,245
	Lake Champlain Bridge Commission Refunding Bonds	4*	1,113	-	-	-	113	-	113	1,000	310	690
	Buffalo and Port Erie Bridge Authority Refunding Bonds	4*	1,402	-	-	-	156	-	156	1,246	12,252	88,951
	Port of New York Authority Bonds - Highway Share 5/	4*	99,664	15,917	-	15,917	14,338	-	14,338	101,243	-	250,000
	New York Turnpike Authority Bonds	4	10,000	10,000	-	20,000	-	10,000	10,000	250,000	-	250,000
	Total		399,485	255,917	10,000	265,917	27,033	10,000	37,033	628,309	80,645	547,664
North Carolina	State Highway Bonds	1	25,834	-	-	-	2,000	-	2,000	23,834	-	23,834
	State Secondary Roads Bonds	1	187,900	-	-	-	5,500	-	5,500	182,400	-	182,400
	Cape Fear River Bridge Bonds	2	200	-	-	-	100	-	100	100	-	100
	Total		213,934	-	-	-	7,600	-	7,600	206,334	-	206,334
Ohio	Ohio Turnpike Revenue Bonds	4*	326,000	-	-	-	-	-	-	326,000	-	326,000
Oklahoma	Oklahoma Turnpike Authority Revenue Bonds	4*	38,000	-	-	-	-	-	-	38,000	942	37,058
Oregon	State Highway Bonds	1	30,800	42,000	-	42,000	1,775	-	1,775	71,025	-	71,025
Pennsylvania	State Highway Bonds	1*	4,000	-	-	-	2,000	-	2,000	2,000	360	1,640
	State Highway and Bridge Authority Bonds	1*	40,000	-	-	-	1,610	-	1,610	38,390	-	38,390
	State Toll Bridge Bonds	4	6,350	-	-	-	700	-	700	5,650	-	5,650
	Delaware River Port Authority Bonds	4*	16,376	89,157	10,843	100,000	5,533	1,653	7,186	109,190	9,190	100,000
	Pennsylvania Turnpike Authority Revenue and Refunding Bonds	4*	263,275	109,157	10,843	120,000	17,341	1,653	18,994	255,877	15,016	240,861
	Total		330,001	109,157	10,843	120,000	17,341	1,653	18,994	431,107	24,566	406,541
Rhode Island	State Highway Improvement Bonds	1	5,000	-	-	-	250	-	250	4,750	-	4,750
	Special State Bridge Bonds	2	4,574	-	-	-	209	-	209	4,365	1,482	3,092
	Jamestown Bridge Commission Bonds	4*	1,448	-	-	-	459	-	459	1,171	68	1,171
	Total		11,022	-	-	-	918	-	918	10,325	1,550	9,013
South Carolina	State Highway Bonds and Certificates of Indebtedness	1	55,357	10,000	-	10,000	7,337	-	7,337	58,020	8,619	49,401
	Refunding Reimbursement Bonds	5	1,245	-	-	-	745	-	745	500	-	500
	Sinking Fund Commission Notes	3	1,400	-	-	-	100	-	100	1,300	-	1,300
	State Assumed County Bonds	6	1,377	-	-	-	432	-	432	945	-	945
	Total		59,379	10,000	-	10,000	8,614	-	8,614	60,765	8,619	52,146

# STATE OBLIGATIONS FOR HIGHWAYS-1953 CHANGE IN INDEBTEDNESS DURING YEAR 1/

Compiled for Calendar Year  
from Reports of State Authorities

TABLE SB-2, 1953  
SHEET 3 OF 3  
ISSUED OCTOBER 1954

STATE	OBLIGATIONS ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS OUTSTANDING JANUARY 1, 1953	OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1953	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1953 4/	NET INDEBTEDNESS DECEMBER 31, 1953
				ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEPT. RESERVES	BY REFUNDING	TOTAL			
Tennessee	State Highway Bonds		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
	State Toll Bridge Bonds	1	11,117	-	-	10,000	3	-	3	21,114	419	20,695
	Consolidated Refunding Reimbursement Bonds	4*	725	-	-	-	-	-	-	725	-	725
	State Issues for Local Roads	5	16,080	-	-	-	3,205	-	3,205	12,875	12,084	791
	Total	7	27,922	17,000	-	17,000	3,208	-	3,208	41,714	12,503	29,211
Texas	Reimbursement Obligations Assumed	6*	22,317	-	-	533	3,595	-	3,595	14,255	6,641	12,614
Vermont	Bridge Bonds	2	2,449	-	-	-	297	-	297	2,152	294	1,858
	Flood Bonds of 1927 - Local Roads	7	2,473	-	-	-	-	-	-	2,473	-	2,473
Virginia	State Toll Bridge and Ferry Revenue Bonds	4*	18,518	-	-	-	1,757	-	1,757	16,761	-	16,761
	Elizabeth River Tunnel District Revenue Bonds	4*	23,000	-	-	-	-	-	-	23,000	315	22,685
Washington	Total		41,518	-	-	-	1,757	-	1,757	39,761	-	37,946
	Washington Toll Bridge Authority Revenue Bonds	4*	22,321	2,710	-	2,710	1,445	-	1,445	23,586	1,166	22,420
West Virginia	State Assumed County Bridge Bonds	6*	58	-	-	-	14	-	14	44	-	44
	Highway Construction Revenue Bonds - State Share	1*	11,282	47,000	-	47,000	1,052	-	1,052	57,230	1,796	55,434
	Highway Construction Revenue Bonds - Local Share	7*	718	5,000	-	5,000	103	-	103	5,615	221	5,394
	Total		34,319	54,710	-	54,710	2,614	-	2,614	66,475	3,183	63,292
	State Highway Bonds	1	52,154	2,000	-	2,000	5,065	-	5,065	49,089	4,576	44,513
Wisconsin	State Secondary Road Bonds	1	39,600	6,500	-	6,500	2,500	-	2,500	43,200	1,670	41,530
	State Toll Bridge Refunding Bonds	4*	1,144	-	-	-	775	-	775	369	298	71
	Turpike Revenue Bonds, Series A	4*	96,000	8,500	-	8,500	8,740	-	8,740	86,000	-	96,000
	Total		188,898	14,500	-	14,500	11,245	-	11,245	188,658	6,544	182,114
	Reimbursement Obligations Assumed	6*	5,172	469	-	469	460	-	460	5,181	-	5,181
Wyoming	State Highway Refunding Bonds	1	270	-	-	-	270	-	270	-	-	-
Summary	General Highway Bond Issues	1	1,271,866	262,259	-	262,259	79,870	-	79,870	1,454,255	-	-
	Special State Issues for Bridges and Grade Crossings	2	190,695	9,750	-	9,750	10,986	-	10,986	189,459	-	-
	Special Construction Issues - State Highway Share	3	9,453	-	-	-	1,294	-	1,294	8,159	-	-
	Issues for Toll Roads, Bridges, and Ferries	4	1,539,469	732,311	70,637	822,948	43,711	61,447	105,158	2,257,279	-	-
	State Issues for Reimbursement	5	53,041	-	-	-	5,328	-	5,328	48,513	-	-
	Subtotal, State Issues for State-administered Highways		3,064,344	1,024,320	70,637	1,094,957	141,189	61,447	202,636	3,957,665	-	-
	Reimbursement Obligations Assumed	6	4,154	1,397	-	1,397	6,153	-	6,153	36,388	-	-
	Total Obligations for State-administered Highways		3,106,498	1,025,707	70,637	1,104,344	147,342	61,447	208,789	3,994,053	-	-
	State Issues for Local Roads and Bridges	7	9,622	12,446	-	12,446	640	-	640	21,428	-	-
	Total Highway Obligations of States		3,116,120	1,038,153	70,637	1,103,790	147,982	61,447	209,429	4,015,481	275,827	3,738,654

1/ See Table SB-1 for general note on SB series. The following States reported no indebtedness during 1953: Arizona, Idaho, Indiana, Iowa, Minnesota, Nebraska, Nevada, North Dakota, South Dakota, and Utah.

2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 3. See Table SB-2B for additional details. Issues marked with an asterisk are understood to be limited State obligations or quasi-state obligations supported by specific revenues only. All other issues are understood to be supported by the full faith and credit of the State.

as well as by specific revenues.

3/ See Table SB-1 for additional information.

4/ Balances in this column exclude amounts known to be reserved solely for interest payments, and differ in some instances from balances shown in Table SB-3.

5/ Does not include advances by towns in anticipation of State aid.

6/ The highway share has been computed by the Bureau of Public Roads from data contained in annual publications of the authority.



## STATE OBLIGATIONS FOR HIGHWAYS-1953

## OBLIGATIONS OUTSTANDING AT END OF YEAR

## BY TYPE OF SECURITY

TABLE SB-2B  
ISSUED OCTOBER 1954

STATE	FULL-FAITH OBLIGATION BONDS 1/	LIMITED OBLIGATION BONDS 2/	TOLL REVENUE BONDS 3/		REIMBURSE- MENT OBLIGATIONS ASSUMED 4/	TOTAL
			CROSSING BONDS	ROAD BONDS		
	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
Alabama	37,716	-	-	-	714	38,430
Arizona	-	-	-	-	-	-
Arkansas	116,673	-	-	-	-	116,673
California	18,575	-	89,875	-	-	108,450
Colorado	-	3/ 8,076	-	(3/)	-	8,076
Connecticut	14,340	-	(3/)	(3/)	-	14,340
Delaware	28,386	-	45,747	-	1,780	75,913
Florida	-	35,114	21,250	-	12,310	68,674
Georgia	-	9,750	-	-	-	9,750
Idaho	-	-	-	-	-	-
Illinois	41,588	-	45	-	-	41,633
Indiana	-	-	-	-	-	-
Iowa	-	-	-	-	-	-
Kansas	-	-	-	-	3,613	3,613
Kentucky	-	-	4,361	-	-	4,361
Louisiana	95,273	-	-	-	28	95,301
Maine	3/ 40,322	-	3/ 315	75,000	-	115,637
Maryland	-	3/ 85,006	3/ 39,172	-	-	124,178
Massachusetts	144,263	-	26,983	-	-	171,246
Michigan	27	100,000	472	-	-	100,499
Minnesota	-	-	-	-	-	-
Mississippi	-	58,149	18,360	-	-	76,509
Missouri	10,500	3/ 16,000	(1/)	-	98	26,598
Montana	-	12,000	-	-	-	12,000
Nebraska	-	-	-	-	-	-
Nevada	-	-	-	-	-	-
New Hampshire	16,377	-	1,571	(3/)	-	17,948
New Jersey	3/ 183,320	-	29,064	3/ 405,000	-	617,384
New Mexico	12,945	-	-	-	-	12,945
New York	3/ 509,854	-	112,834	3/ 5,621	-	628,309
North Carolina	206,334	-	-	-	-	206,334
North Dakota	-	-	-	-	-	-
Ohio	-	-	-	326,000	-	326,000
Oklahoma	-	-	-	38,000	-	38,000
Oregon	71,025	-	-	-	-	71,025
Pennsylvania	3/ 7,650	58,390	3/109,190	255,877	-	431,107
Rhode Island	9,324	-	1,239	-	-	10,563
South Carolina	59,820	-	-	-	945	60,765
South Dakota	-	-	-	-	-	-
Tennessee	40,989	-	725	-	-	41,714
Texas	-	-	-	-	19,255	19,255
Utah	-	-	-	-	-	-
Vermont	2,176	-	-	-	-	2,176
Virginia	-	-	39,761	-	-	39,761
Washington	-	62,845	23,586	-	44	86,475
West Virginia	92,289	-	369	96,000	-	188,658
Wisconsin	-	-	-	-	5,181	5,181
Wyoming	-	-	-	-	-	-
Total	1,759,766	445,330	564,919	1,201,498	43,968	4,015,481

1/ Full-faith obligations are secured by the general taxing power of the State, in addition to a usual pledge of road-user revenue or tolls for debt service.

2/ Limited obligations are secured only by a pledge of road-user revenues, highway fund rentals or lease payments, or by a combination of tolls and road-user revenues.

3/ Revenue bonds are secured only by earnings from operation of the facility. These columns exclude the following full-faith or limited obligations issued for toll road or crossing facilities: Full-faith bonds: Conn., Wilbur Cross Parkway Bonds \$2,000,000, Toll Bridge Bonds \$12,340,000; Maine, Toll Bridge \$3,810,000; New Hampshire, Turnpike Bonds \$6,670,000, Toll Bridge Bonds \$705,000; N. J. Garden State Parkway Bonds \$150,000,000; N. Y., Thruway Bonds \$250,000,000; Pa., Toll Bridge Bonds \$5,650,000. Limited bonds: Colo., Turnpike Bonds \$6,271,000; Md., Patuxent Bridge Bonds \$1,836,000; Mo., Toll Bridge Bonds \$16,000,000.

4/ Obligations assumed by the State to reimburse local units for bonds issued, or contributions, for roads now on State systems. By virtue of continued appropriations for debt service, many of these obligations are in effect "full-faith" obligations, but the legal status is not always clear.

TABLE 8B-3, 1953  
SHEET 1 OF 3  
ISSUED OCTOBER 1954

STATE OBLIGATIONS FOR HIGHWAYS-1953  
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

Compiled for Calendar Year  
from Reports of State Authorities

STATE	OBLIGATIONS	CLASSIFICATION	ISSUE	RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE IN SINKING FUND OR DEBT RESERVE JAN. 1, 1953	BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1953																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				HIGHWAY-USER REVENUES	TOLLS	CONTINUATIONS FROM LOCAL GOVERNMENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVESTMENTS	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION, MAINTENANCE, REPAIRS, ETC.	TOTAL INTEREST AND ADMINISTRATION	FAIR VALUE	PREMIUM DISCOUNT	TOTAL	TOTAL DISBURSEMENTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Alabama	State Highway Bonds Bridge Finance Corporation Bonds Reimbursement Obligations Assumed Total	A A C		1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,0



STATE OBLIGATIONS FOR HIGHWAYS-1953  
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

TABLE SA-3, 1953  
SHEET 2 of 3  
ISSUED OCTOBER 1954

Compiled for Calendar Year  
from Reports of State Authorities

STATE	OBLIGATIONS		BALANCE IN SINKING FUND OR DEBT RESERVE JAN. 1, 1953		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS					BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1953	
					ISSUE	CLASSI- FICATION 2/	HIGHWAY- USER REVENUES	TOLLS	CONTRI- BUTIONS FROM LOCAL GOVERN- MENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVEST- MENTS	MISCEL- LANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINIS- TRATION	REDEMPTIONS		TOTAL DISBURSE- MENTS		
																	PAR VALUE 3/	PREMIUM OR DISCOUNT			
Minnesota	None		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars			
Mississippi	State Highway Bonds	A	1,717 476	-	-	968	-	-	4,120	1,571	-	1,571	2,550	-	2,550	4,121	1,716				
	Bridge Revenue Bonds	B	2,193	-	-	968	-	-	5,038	2,042	-	2,042	2,550	-	2,550	4,592	2,689				
	Total																				
Missouri	State Highway Bonds	A	251	-	-	-	-	-	4,417	493	9	502	4,006	-	4,006	4,508	160				
	Bridge Revenue Bonds	B	1,122	-	-	275	-	-	4,215	823	7	830	4,006	-	4,006	567	567				
	Total		1,373	-	-	-	-	-	1,652	1,316	16	1,332	4,006	-	4,006	5,335	727				
Montana	State Highway Bonds	A	5,690	-	-	-	236	-	1,658	221	-	221	-	-	-	221	7,127				
Nebraska	None																				
Nevada	None																				
New Hampshire	State Highway Bonds	A	22	-	-	-	-	-	1,123	132	12	144	1,000	-	1,000	1,144	1				
	Special Construction Issues, State Highway Share	A	5	-	-	-	-	-	-	-	-	-	-	-	-	3	2				
	State Toll Road and Bridge Bonds	B	870	-	486	-	1	-	487	121	-	121	220	-	220	341	1,016				
	Toll Bridge Authority Bonds	B	181	-	254	-	-	-	254	39	-	39	212	4	216	255	180				
	State Issues for Local Roads	D	1,078	-	740	-	-	-	1,866	292	12	304	1,437	-	1,441	2	1,199				
	Total																				
New Jersey	State Highway Bonds	A	560	-	-	-	-	-	2,261	1,020	646	1,666	1,437	-	1,459	2,289	532				
	Toll Road and Bridge Authority Bonds	B	15,295	-	9,404	-	49	-	63,818	14,500	-	15,146	30,146	-	30,146	45,288	33,825				
	State Issues for Local Roads	D	259	-	337	-	-	-	337	116	-	116	183	-	183	267	267				
	Total		16,684	-	9,404	-	49	-	66,476	15,636	646	16,282	31,598	-	31,594	47,876	34,624				
New Mexico	State Highway Bonds	A	2,991	-	-	-	8	-	811	328	3	331	2,160	-	2,160	2,491	1,301				
New York	State Highway Bonds	A	65,912	-	-	-	2,024	-	5,439	3,690	11	3,701	400	-	400	4,101	67,250				
	Grade Crossing Elimination Bonds	A	1,931	-	-	-	23	-	13,162	3,951	-	3,951	10,000	-	10,000	13,951	1,142				
	General State Improvement Bonds	A	1,399	-	-	-	-	-	1,399	268	-	268	1,191	-	1,191	1,399	-				
	Toll Road and Bridge Authority Bonds	B	13,483	-	17,321	-	475	-	17,796	2,262	1	2,263	15,446	174	15,620	17,883	13,356				
	Turkey Authority Bonds	B	-	-	-	-	-	-	12,320	2,320	-	2,320	10,000	-	10,000	12,320	-				
	Total		81,326	-	17,321	-	2,522	-	56,116	12,431	12	12,443	37,037	174	37,211	49,654	87,788				
North Carolina	State Highway Bonds	A	29,511	-	-	-	672	-	12,780	4,435	-	4,435	7,500	-	7,500	11,935	30,356				
North Dakota	State Highway Bonds	A	232	-	-	-	-	-	592	9	-	9	-	-	-	9	815				
Ohio	Turmpike Commission Bonds	B	36,713	-	-	-	-	-	-	10,595	232	10,827	-	-	-	10,827	25,886				
Oklahoma	Turmpike Authority Bonds	B	1,349	-	-	-	24	-	925	1,331	1	1,332	-	-	-	1,332	942				
Oregon	State Highway Bonds	A	-	-	-	40	249	-	2,347	547	25	572	1,775	-	1,775	2,347	-				
Pennsylvania	State Highway Bonds	A	411	-	-	-	9	-	2,117	160	8	168	2,000	-	2,000	2,168	360				
	State Highway and Bridge Authority Bonds	A	262	-	-	154	-	63	2,777	958	-	958	1,610	-	1,610	2,568	471				
	Toll Bridge Bonds	B	-	-	-	-	-	-	770	70	-	70	700	-	700	770	-				
	Delaware River Port Authority Bonds	B	2,813	-	4,128	-	1,466	-	20,074	2,116	-	2,116	7,486	-539	6,947	8,763	14,124				
	Turmpike Commission Bonds	B	19,206	-	14,509	-	294	-	14,803	7,709	-	7,709	7,328	4	7,332	15,137	18,841				
	Total		22,692	-	19,407	-	1,769	-	40,561	11,013	65	11,078	18,694	-535	18,159	29,451	33,756				
Rhode Island	State Highway Improvement and Bridge Bonds	A	1,397	-	-	-	56	-	621	286	-	286	250	-	250	536	1,482				
	Jamestown Toll Facility Bonds	B	531	-	175	-	-	-	175	33	-	33	-	-	-	245	68				
	Total		1,534	-	175	-	51	-	797	319	-	319	459	3	462	781	1,550				
South Carolina	State Highway Bonds	A	7,949	-	-	-	172	-	9,635	1,195	-	1,195	7,770	-	7,770	8,965	8,619				
	Reimbursement Obligations Assumed	C	-	-	-	-	-	-	591	84	-	84	507	-	507	591	-				
	Total		7,949	-	-	-	172	-	10,226	1,279	-	1,279	8,271	-	8,271	9,556	8,619				
South Dakota	None																				

STATE OBLIGATIONS FOR HIGHWAYS-1953  
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE <sup>1/</sup>

Compiled for Calendar Year  
This Report, of State Authorities

TABLE SB-3, 1953  
SHEET 3 OF 3  
LOCAL STATE

STATE	OBLIGATIONS	BALANCE IN FUND OR RESERVE JAN. 1, 1953	RECEIPTS APPLICABLE TO DEBT SERVICE						DISBURSEMENTS					BALANCE IN FUND OR RESERVE DECEMBER 31, 1953
			HIGHWAY- USER REVENUES	TOLLS	SALES FROM LOCAL GOVERN- MENTS	PROCEEDS OF SALE OF IMPROVED LAND	NET EARNINGS FROM INVEST- MENTS	INTER- EST	ADMINIS- TRATION, PAID FOR RENT, Etc.	ADMINIS- TRATION, PAID FOR RENT, Etc.	PAID FOR RENT, Etc.	REDEMPTIONS	TOTAL DISBURSE- MENTS	
		Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
Tennessee	State Highway Bonds	340	13	-	-	2	-	420	13	420	3	-	423	417
	State Issues for Reimbursement	4,675	11,071	-	-	-	-	450	-	450	3,206	-	3,656	12,084
	State Toll Bridge Bonds	-	9	-	-	-	-	4	-	4	-	-	4	-
	State Issues for Local Roads	5,515	11,103	-	-	2	-	255	23	278	3,209	-	3,487	12,593
	Total	6,573	25,113	-	-	2	-	1,109	26	1,135	3,518	-	4,653	24,706
Texas	Reimbursement Obligations Assumed	6,573	25,113	-	-	-	17	1,423	50	1,473	3,595	-	5,068	6,641
	None	-	-	-	-	-	-	-	-	-	-	-	-	-
Utah	State Highway Bonds	310	317	-	-	-	-	25	-	25	237	-	262	305
	State Issues for Local Roads	337	317	-	-	-	-	25	-	25	237	-	262	332
	Total	647	634	-	-	-	-	50	-	50	474	-	524	637
Virginia	Toll Bridge and Ferry Revenue Bonds	3,261	-	3,732	-	-	-	1,288	-	1,288	1,757	62	1,819	3,886
	State Highway Bonds	753	2,631	-	-	110	12	638	-	638	1,352	-	1,990	1,742
	Toll Bridge Authority Bonds	913	17	2,316	-	12	-	2,594	6	2,600	1,445	31	2,631	1,146
	Reimbursement Obligations Assumed	-	266	-	-	-	-	3	-	3	14	-	17	-
	Total	4,927	5,584	6,048	-	122	13	3,244	6	3,250	3,214	93	3,343	2,888
West Virginia	State Highway Bonds	4,978	10,739	-	-	15	45	1,594	10	1,604	6,030	-	7,634	6,246
	State Toll Road and Bridge Bonds	13,497	10,739	-	-	-	200	3,622	21	3,643	8,775	4	12,418	9,651
	State Issues for Local Roads	18,475	-	370	-	15	351	5,213	31	5,244	8,505	4	13,749	11,877
	Total	36,950	21,524	370	-	30	596	10,429	41	10,470	23,309	8	34,827	27,774
Wisconsin	Reimbursement Obligations Assumed	-	-	-	-	-	-	-	-	-	-	-	-	-
	None	-	-	-	-	-	-	-	-	-	-	-	-	-
Wyoming	State Highway Bonds	-	270	-	-	-	-	-	-	-	270	-	270	-
	Toll Road and Bridge Bonds	-	-	-	-	-	-	-	-	-	-	-	-	-
	Reimbursement Obligations Assumed	-	-	-	-	-	-	-	-	-	-	-	-	-
	State Issues for Local Roads	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total	-	270	-	-	-	-	-	-	-	270	-	270	-
Summary	State Highway Bonds	165,640	146,346	-	60	892	4,277	38,701	150	38,851	96,885	-	135,636	184,793
	Toll Road and Bridge Bonds	142,647	1,427	-	100	122,206	3,577	60,269	1,135	62,004	105,166	257	167,427	184,735
	Reimbursement Obligations Assumed	5,160	5,444	-	606	123,058	13	1,739	51	1,790	6,230	-	8,020	7,608
	Total for State Roads and Bridges	317,847	153,217	666	766	245,154	7,772	101,709	1,336	103,041	208,281	257	311,123	376,608
	State Issues for Local Roads	1,820	1,820	-	-	-	-	257	10	267	640	-	907	316,367
	Grand Total	319,667	155,037	666	766	245,154	7,772	101,966	1,346	103,312	208,921	257	312,030	377,673

<sup>1/</sup> See Table SB-1 for general note on SB series.

<sup>2/</sup> For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 3.

<sup>3/</sup> Differences between redemptions reported in this column and on Table SB-2 are caused by January 1 maturities.

paid in December. Table SB-2 reports such redemptions in the year due, while SB-3 reports them in the year paid.

<sup>4/</sup> Income from concessions and rentals in California, Maine, and New York.

<sup>5/</sup> Not included in other SB tables.



STATE OBLIGATIONS FOR HIGHWAYS-1953  
FUTURE DEBT SERVICE REQUIREMENTS

TABLE SB-5, 1953  
SHEET 1 OF 4  
ISSUED OCTOBER 1954

Compiled for Calendar Year  
from Reports of State Authorities

STATE	CLASS OF OBLIGATION	SERIAL OR TRM	1954			1955			1956			1957			1958		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
Alabama	State Highway Bonds Florence Bridge Bonds Reimbursement Obligations Assumed Total	S	1,950	943	2,893	1,884	862	2,746	1,995	778	2,773	2,100	690	2,790	2,200	606	2,806
		S	60	1	61	28	*	28	116	15	131	104	12	116	91	9	100
		S	148	19	167	119	15	134	2,111	793	2,904	2,204	702	2,906	2,291	615	2,906
		S	2,158	963	3,121	2,031	877	2,908	4,166	2,203	6,369	4,290	2,081	6,371	4,418	1,956	6,374
Arkansas	State Highway Bonds State Issues for Reimbursement Total	S-T	3,930	2,435	6,365	4,047	2,320	6,367	1,166	2,203	3,369	1,441	905	2,346	1,489	957	2,346
		S-T	1,210	1,032	2,242	1,396	996	2,392	1,396	951	2,347	1,396	905	2,347	1,489	957	2,347
California	State Highway Bonds Toll Bridge Authority Bonds Total	S	1,775	813	2,588	1,775	737	2,512	1,775	662	2,437	1,775	586	2,361	1,775	511	2,286
		S-T	1,221	3,002	4,223	2,431	2,954	5,385	2,451	2,910	5,361	2,461	2,986	5,447	2,471	2,821	5,292
Colorado	State Highway Bonds Colorado Turnpike Bonds Total	S	1,795	25	1,820	-	186	1,820	-	186	1,820	-	183	1,820	-	179	1,820
		T	1,785	211	1,996	-	186	1,866	115	186	301	125	103	301	135	179	314
Connecticut	Toll Road and Bridge Bonds	S	1,005	192	1,197	1,030	180	1,210	1,030	167	1,197	1,030	154	1,184	555	139	694
		S-T	1,456	486	1,942	1,456	462	1,918	1,456	437	1,893	1,456	413	1,869	1,456	397	1,843
Delaware	Delaware Memorial Bridge Bonds Reimbursement Obligations Assumed Total	S	484	1,318	1,802	484	1,318	1,802	484	1,318	1,802	484	1,318	1,802	484	1,318	1,802
		S	2,100	2,155	4,255	2,225	2,324	4,549	2,370	2,294	4,664	2,500	2,264	4,764	2,625	2,234	4,859
Florida	Improvement Commission Revenue Bonds Toll Road and Bridge Bonds Special Bridge Obligations Assumed Total	S	520	223	743	515	206	721	570	189	759	585	173	758	639	154	793
		S	1,227	1,441	2,668	1,277	1,332	2,609	1,436	1,222	2,658	1,555	1,112	2,667	1,625	1,003	3,670
Georgia	State Bridge Building Authority Bonds	S	465	263	728	480	251	731	500	238	738	520	224	744	540	210	750
		S	6,500	1,530	8,030	6,500	1,270	7,770	6,500	1,010	7,510	7,500	730	8,230	7,500	430	7,930
Illinois	Toll Bridge Bonds	S-T	6,655	1,542	8,197	6,660	1,282	7,942	6,665	1,019	7,684	7,670	731	8,401	7,566	430	7,996
		S	1,000	-	1,000	1,000	-	1,000	1,000	-	1,000	613	-	613	-	-	-
Kansas	Reimbursement Obligations Assumed	S	1,000	-	1,000	1,000	-	1,000	1,000	-	1,000	613	-	613	-	-	-
		S-T	-	175	175	-	175	175	-	175	175	-	175	175	-	175	175
Kentucky	Toll Bridge Bonds	S	7,062	3,247	10,309	7,076	2,836	9,912	7,422	2,643	10,065	9,448	2,217	11,665	7,561	1,883	9,444
		S	1,912	678	2,590	1,500	629	2,129	1,400	594	1,994	1,600	563	2,163	2,600	512	3,112
Louisiana	State Highway and Bridge Bonds Toll Bridge Bonds Maine Turnpike Authority Bonds Total	S	2,143	87	2,230	2,143	85	2,228	2,143	82	2,225	2,143	79	2,222	2,143	77	2,219
		T	4,198	765	4,963	3,786	3,714	7,500	3,641	3,676	7,317	3,500	3,602	7,102	4,808	3,589	7,691
Maryland	State Highway Bonds Toll Bridge Bonds Total	S	6,498	1,586	8,084	6,498	1,428	7,926	6,499	1,281	7,780	6,500	1,152	7,652	6,500	1,023	7,523
		S	1,140	1,250	2,390	1,170	1,264	2,434	1,200	1,237	2,437	1,231	1,209	2,440	1,263	1,180	2,443
Massachusetts	Special Issues, State Highway Share Mystic River Bridge Authority Bonds State Issues for Local Roads Total	S	11,823	2,175	13,998	11,820	2,000	13,820	11,821	1,823	13,644	11,817	1,647	13,464	11,817	1,471	13,288
		T	843	776	1,619	843	776	1,619	843	776	1,619	843	776	1,619	843	776	1,619
Michigan	Limited Access Highway Revenue Bonds Bridge Revenue Bonds Total	S	550	2,208	2,758	3,690	2,121	5,811	3,800	2,095	5,895	3,850	1,995	5,845	3,970	1,894	5,864
		T	382	2,219	2,601	3,712	2,202	5,914	3,832	2,106	5,938	3,882	2,006	5,888	4,002	1,905	5,907
Mississippi	State Highway Bonds Bridge Revenue Bonds Total	S	2,638	1,482	4,120	2,768	1,392	4,160	2,815	1,303	4,118	2,904	1,213	4,117	2,995	1,122	4,117
		S-T	2,765	2,161	4,926	2,766	2,071	4,837	2,852	1,981	4,833	3,011	1,889	4,900	3,152	1,795	4,947
Missouri 3/	State Highway Bonds Bridge Revenue Bonds Total	S	-	628	628	4,000	256	4,256	3,500	135	3,635	3,000	40	3,040	-	559	3,040
		S-T	763	628	1,391	4,763	868	5,631	4,312	732	5,044	3,862	619	4,481	912	559	5,040
Montana	State Highway Bonds	T	1,200	222	1,422	1,200	222	1,422	1,119	214	1,333	1,050	207	1,257	762	151	913
		S	1,000	124	1,124	1,000	110	1,110	1,000	96	1,096	1,000	83	1,083	1,000	69	1,069
New Hampshire	New Hampshire Turnpike Bonds Toll Bridge Bonds Me-N. H. Interstate Bridge Auth. Bonds Total	S	55	12	67	50	11	61	50	8	58	50	2	52	50	8	58
		T	1,333	277	1,610	1,338	259	1,597	1,348	241	1,589	1,356	224	1,582	1,368	205	1,573

TABLE SB-5, 1953  
SHEET 2 OF 4  
ISSUED OCTOBER 1954

STATE OBLIGATIONS FOR HIGHWAYS - 1953  
FUTURE DEBT SERVICE REQUIREMENTS

Compiled for Calendar Year  
from Reports of State Authorities

STATE	CLASS OF OBLIGATION	SERIAL OR ITEM 2/	1954			1955			1956			1957			1958		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
			1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars
New Jersey	State Highway Bonds	S-T	760	611	1,371	780	584	1,364	800	597	1,397	820	594	1,414	840	597	1,437
	Special Issue, State Highway Share	S	585	380	965	612	338	950	630	345	975	650	352	1,002	670	357	1,027
	Joint Toll Bridge Commission Bonds	T	755	8,270	9,025	770	668	1,438	790	670	1,460	800	684	1,484	810	687	1,497
	New Jersey Turnpike Authority Bonds	T	-	4,427	4,427	-	4,427	4,427	-	4,427	4,427	-	4,427	4,427	-	4,427	4,427
	Highway Authority Bonds (Garden State)	S	175	113	288	178	107	285	180	107	287	183	107	290	185	107	292
	State Issues for Local Roads	S	2,275	14,203	16,478	2,340	15,076	17,416	2,400	15,085	17,485	2,460	15,093	17,553	2,520	15,101	17,621
	Total		11,495	27,275	38,770	11,550	27,275	38,825	11,600	27,275	38,875	11,650	27,275	38,925	11,700	27,275	38,975
New Mexico	State Highway Bonds	S	1,100	272	1,372	1,075	245	1,320	1,050	240	1,290	1,025	235	1,260	1,000	230	1,230
	State Highway Bonds	S-T	2,000	280	2,280	2,050	330	2,380	2,075	330	2,405	2,100	330	2,430	2,125	330	2,455
	Grade Crossing and Bridge Bonds	C	10,000	1,247	11,247	10,000	1,247	11,247	10,000	1,247	11,247	10,000	1,247	11,247	10,000	1,247	11,247
New York	Special Issue, State Highway Share	S	1,036	476	1,512	1,036	476	1,512	1,036	476	1,512	1,036	476	1,512	1,036	476	1,512
	Toll Authority Bonds	S-T	1,357	425	1,782	1,357	425	1,782	1,357	425	1,782	1,357	425	1,782	1,357	425	1,782
	Port Authority Bonds - Highway Share 4/	S-T	6,760	1,993	8,753	6,760	1,993	8,753	6,760	1,993	8,753	6,760	1,993	8,753	6,760	1,993	8,753
	New York Turnpike Authority Bonds	S	1,751	6,741	8,492	1,751	6,741	8,492	1,751	6,741	8,492	1,751	6,741	8,492	1,751	6,741	8,492
	Total		11,944	12,382	24,326	11,944	12,382	24,326	11,944	12,382	24,326	11,944	12,382	24,326	11,944	12,382	24,326
North Carolina	State Highway Bonds	S	1,500	4,303	5,803	1,550	3,943	5,493	1,600	3,790	5,390	1,650	3,637	5,287	1,700	3,484	5,184
Ohio	Ohio Turnpike Commission Bonds	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oklahoma	Oklahoma Turnpike Authority Bonds	S-T	1,231	1,231	2,462	1,231	1,231	2,462	1,231	1,231	2,462	1,231	1,231	2,462	1,231	1,231	2,462
Oregon	State Highway Bonds	S	4,275	1,296	5,571	4,275	1,191	5,466	4,200	1,120	5,320	4,150	1,080	5,230	4,100	1,040	5,140
Pennsylvania	State Highway Bonds	S-T	6,115	1,023	7,138	5,153	992	6,145	5,231	892	6,123	5,290	880	6,103	5,344	868	6,082
Rhode Island	State Toll Bridge Bonds	S	900	2,782	3,682	900	2,782	3,682	900	2,782	3,682	900	2,782	3,682	900	2,782	3,682
	Delaware River Port Authority Bonds	S-T	3,408	1,660	5,068	3,408	1,660	5,068	3,408	1,660	5,068	3,408	1,660	5,068	3,408	1,660	5,068
	Turnpike Commission Bonds	S-T	11,373	10,233	21,606	11,373	10,233	21,606	11,373	10,233	21,606	11,373	10,233	21,606	11,373	10,233	21,606
South Carolina	Highway Improvement Bonds	C	250	95	345	250	95	345	250	95	345	250	95	345	250	95	345
	Special Bridge Issues	T	30	185	215	30	185	215	30	185	215	30	185	215	30	185	215
	Jamestown Bridge Commission Bonds	S	340	31	371	340	31	371	340	31	371	340	31	371	340	31	371
Tennessee 3/	State Highway Bonds	S	9,070	1,994	11,064	9,070	1,994	11,064	9,070	1,994	11,064	9,070	1,994	11,064	9,070	1,994	11,064
	State Highway Notes	C	100	52	152	100	52	152	100	52	152	100	52	152	100	52	152
	State Issues for Reimbursement	S	500	2	502	500	2	502	500	2	502	500	2	502	500	2	502
	Reimbursement Obligations Assumed	S	317	14	331	317	14	331	317	14	331	317	14	331	317	14	331
	Total		9,987	2,062	12,049	9,987	2,062	12,049	9,987	2,062	12,049	9,987	2,062	12,049	9,987	2,062	12,049
Texas	State Highway Bonds	S-T	650	650	1,300	650	650	1,300	650	650	1,300	650	650	1,300	650	650	1,300
	Toll Bridge Bonds	C	9,574	336	9,910	9,574	336	9,910	9,574	336	9,910	9,574	336	9,910	9,574	336	9,910
	State Issues for Local Roads	T	9,580	1,155	10,735	9,580	1,155	10,735	9,580	1,155	10,735	9,580	1,155	10,735	9,580	1,155	10,735
Vermont	Reimbursement Obligations Assumed	S	3,061	802	3,863	2,748	724	3,472	2,515	609	3,124	2,297	489	2,786	1,804	399	2,185
Virginia	Special Bridge Issues	C	294	317	611	294	19	313	310	16	326	280	9	293	260	9	269
Washington	Toll Bridge and Ferry Bonds	C	844	431	1,275	844	431	1,275	844	431	1,275	844	431	1,275	844	431	1,275
	Elizabeth River Tunnel Bonds	T	351	724	1,075	351	724	1,075	351	724	1,075	351	724	1,075	351	724	1,075
	Total		1,195	1,155	2,350	1,195	1,155	2,350	1,195	1,155	2,350	1,195	1,155	2,350	1,195	1,155	2,350
West Virginia	Special Issues, State Highway Share	S	1,807	1,760	3,567	1,807	1,655	3,462	1,807	1,586	3,393	1,807	1,486	3,293	1,807	1,366	3,173
	Toll Bridge Commission Bonds	T	1,042	687	1,729	1,042	687	1,729	1,042	687	1,729	1,042	687	1,729	1,042	687	1,729
	Reimbursement Obligations Assumed	C	114	2	116	114	2	116	114	2	116	114	2	116	114	2	116
	State Issues for Local Roads	S	179	113	292	179	113	292	179	113	292	179	113	292	179	113	292
	Total		3,041	2,762	5,803	3,134	2,671	5,805	3,200	2,587	5,787	3,260	2,499	5,759	3,320	2,389	5,709
Wisconsin	State Highway Bonds	S	8,603	1,440	10,043	8,020	1,240	9,260	7,104	1,144	8,248	6,453	1,005	7,458	5,448	821	6,279
	Toll Bridge Bonds	T	123	6	129	119	4	123	104	1	105	20	1	21	21	1	22
	West Virginia Turnpike Commission Bonds	T	2,743	3,600	6,343	2,743	3,600	6,343	2,743	3,600	6,343	2,743	3,600	6,343	2,743	3,600	6,343
Wisconsin	Total		11,469	5,046	16,515	10,883	4,844	15,727	9,951	4,750	14,701	9,216	4,606	13,822	8,200	4,421	12,621
Wisconsin	Reimbursement Obligations Assumed	S	506	506	1,012	506	506	1,012	506	506	1,012	506	506	1,012	506	506	1,012
Summary	State Highway and Bridge Bonds	S	121,911	36,777	158,688	127,766	33,774	161,540	113,011	30,526	143,537	116,767	27,594	144,361	118,525	24,082	137,347
	Toll Road and Bridge Bonds	T	28,751	49,323	78,074	27,661	55,000	82,661	30,511	64,184	94,695	31,666	69,042	100,708	34,249	68,541	102,790
	Reimbursement Obligations Assumed	C	5,226	968	6,194	4,722	807	5,529	4,359	667	5,026	3,693	536	4,229	2,486	420	2,914
	Total for State Roads and Bridges		155,888	87,068	242,956	159,149	89,581	249,806	147,881	95,317	249,262	152,126	97,168	249,296	155,250	33,543	243,101
	State Issues for Local Roads	S	786	523	1,309	794	500	1,294	612	478	1,090	484	354	1,224	637	281	1,289
GRAND TOTAL			156,674	87,591	244,265	160,943	90,081	251,024	148,493	95,795	244,288	152,610	97,616	244,226	155,881	34,264	244,369



STATE OBLIGATIONS FOR HIGHWAYS-1953  
FUTURE DEBT SERVICE REQUIREMENTS

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from Reports of State Authorities

STATE	CLASS OF OBLIGATION	SERIAL OR TERM	1959			1960			PEAK YEAR 5/			FINAL YEAR			TOTAL, ALL YEARS 6/		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	YEAR	PRINCIPAL	INTEREST	TOTAL	YEAR	PRINCIPAL	INTEREST	TOTAL	TOTAL
Alabama	State Highway Bonds	S	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
			2,359	521	2,880	2,399	521	2,920	1959	2,800	23	2,823	1969	37,628	6,629	44,257	44,257
			42	-	42	26	-	26	1954	148	19	167	1965	714	87	801	801
			2,741	526	3,267	2,426	449	2,875	1954	2,138	963	3,121	1965	39,130	6,717	45,847	45,847
Arkansas	State Highway Bonds	S-T	4,548	1,827	6,375	4,682	1,694	6,376	1961	4,824	1,556	6,380	1972	83,595	24,177	107,772	107,772
			2,345	808	3,153	2,344	1,310	3,654	1954	1,639	2,869	4,503	1972	33,078	10,824	43,902	43,902
California	State Highway Bonds	S-T	1,237	2,635	3,872	1,237	2,635	3,872	1961	1,698	2,869	4,567	1972	116,673	35,001	151,674	151,674
			3,966	3,213	7,179	3,966	3,213	7,179	1954	1,775	360	2,135	1965	18,875	4,453	23,328	23,328
Colorado	State Highway Bonds	S	1,45	175	1,625	1,45	175	1,625	1954	1,765	25	1,810	1965	18,875	4,453	23,328	23,328
			145	175	320	145	175	320	1954	1,765	25	1,810	1965	18,875	4,453	23,328	23,328
Connecticut	Toll Road and Bridge Bonds	S	555	131	686	555	123	678	1955	1,030	180	1,210	1979	300	2	302	302
			1,456	363	1,819	1,456	338	1,794	1968	3,861	144	4,005	1979	28,386	4,532	32,918	32,918
Delaware	Delaware Memorial Bridge Bonds	S-T	1,218	1,818	3,036	1,218	1,818	3,036	1978	3,045	1,818	4,863	1978	46,400	4,553	50,953	50,953
			125	25	150	125	25	150	1954	180	195	375	1973	76,568	50,761	127,329	127,329
Florida	Improvement Commission Revenue Bonds	S	445	134	579	445	118	563	1958	639	157	793	1968	355	12	367	367
			234	94	328	234	87	321	1954	212	141	353	1982	21,250	797	22,047	22,047
Georgia	State Bridge Building Authority Bonds	S	550	136	686	550	121	671	1959	775	21	796	1969	775	21	796	796
			7,000	140	7,140	7,000	-	7,000	1957	7,500	730	8,230	1959	7,000	140	7,140	7,140
Illinois	Toll Bridge Bonds	S-T	7,000	140	7,140	7,000	-	7,000	1957	7,500	730	8,230	1959	7,000	140	7,140	7,140
			7,000	140	7,140	7,000	-	7,000	1957	7,500	730	8,230	1959	7,000	140	7,140	7,140
Kansas	Reimbursement Obligations Assumed	S	-	-	-	-	-	-	1954	1,000	-	1,000	1957	613	-	613	613
			-	-	-	-	-	-	1954	1,000	-	1,000	1957	613	-	613	613
Kentucky	Toll Bridge Bonds	S-T	530	175	705	530	115	645	1963	2,001	65	2,066	1983	2,001	65	2,066	2,066
			7,445	1,605	9,050	7,445	1,334	8,779	1957	9,445	2,217	11,662	1968	300	11	311	311
Louisiana	State Highway Bonds	S	2,500	430	2,930	2,500	435	2,935	1966	5,000	118	5,118	1967	3,500	59	3,559	3,559
			157	73	230	162	70	232	1960	162	70	232	2004	50	51	101	101
Maine	Toll Bridge Bonds	S	2,143	3,063	5,206	2,143	3,063	5,206	1955	2,143	3,063	5,206	1968	2,142	3,062	5,204	5,204
			4,800	3,563	8,363	4,805	3,595	8,399	1956	7,270	3,172	10,442	1968	115,637	109,118	224,755	224,755
Maryland	State Highway Bonds	S	6,501	921	7,422	6,501	816	7,317	1954	6,458	1,586	8,044	1968	1,667	43	1,710	1,710
			1,256	2,072	3,328	1,256	1,936	3,192	1952	2,236	721	2,957	1972	22,536	721	23,257	23,257
Massachusetts	Special Issues, State Highway Share	S	11,817	1,295	13,112	11,817	1,118	12,935	1961	13,745	942	14,687	1967	1,929	39	1,968	1,968
			843	776	1,619	843	776	1,619	1954	1,619	776	2,395	1960	843	776	1,619	1,619
Michigan	Limited Access Highway Revenue Bonds	S	4,070	1,790	5,860	4,100	1,693	5,793	1971	5,150	555	5,705	1976	4,600	94	4,694	4,694
			4,102	1,801	5,903	4,212	1,703	5,915	1968	5,185	578	5,763	1968	30	6	36	36
Mississippi	State Highway Bonds	S-T	3,070	1,047	4,117	3,182	965	4,147	1964	2,432	1,882	4,314	1971	2,088	29	2,117	2,117
			3,293	1,715	5,008	3,384	1,628	5,012	1969	4,194	1,768	5,962	1983	2,455	95	2,550	2,550
Missouri 3/	State Highway Bonds	S	962	537	1,499	1,012	513	1,525	1955	4,000	256	4,256	1966	3,000	435	3,435	3,435
			962	537	1,499	1,012	513	1,525	1955	4,000	256	4,256	1966	3,000	435	3,435	3,435
Montana	State Highway Bonds	S	115	23	138	115	-	115	1954	1,200	222	1,422	1959	115	23	138	138
			1,000	55	1,055	1,000	41	1,041	1954	1,000	124	1,124	1962	1,000	14	1,014	1,014
New Hampshire	New Hampshire Turnpike Bonds	S	210	8	218	210	8	218	1954	55	12	67	1968	45	1	46	46
			210	8	218	210	8	218	1954	55	12	67	1968	45	1	46	46
New York	Toll Bridge Bonds	S	1,373	188	1,561	1,373	168	1,541	1954	1,333	277	1,610	1969	58	35	93	93
			1,373	188	1,561	1,373	168	1,541	1954	1,333	277	1,610	1969	58	35	93	93

STATE OBLIGATIONS FOR HIGHWAYS-1953  
FUTURE DEBT SERVICE REQUIREMENTS

TABLE SB-2, 1953  
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ISSUED OCTOBER 1954

STATE	NAME OF OBLIGATION	SERIAL OR TERM	1959			1960			PEAK YEAR 5/			FINAL YEAR			TOTAL, ALL YEARS 6/		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	YEAR	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST
New Jersey	State Highway Bonds	S-T	800	467	1,337	930	435	1,365	1957	850	588	1,378	200	4	204	20,040	6,755
		S	702	241	943	729	215	944	1961	765	188	953	909	32	941	9,594	2,702
		S	730	620	1,350	745	603	1,348	1956	790	670	1,460	1,315	32	1,347	29,550	12,266
		T	8,468	13,052	21,520	8,747	12,774	21,521	1984	25,762	1,333	27,095	7,485	1	7,486	405,000	174,994
		T	-	4,427	4,427	-	74	74	1988	10,138	138	10,276	10,000	138	10,138	150,000	261,404
		T	208	81	289	211	74	285	1953	241	53	294	80	1	81	111,404	11,404
		T	10,998	13,888	24,886	11,762	13,522	25,284	1985	34,812	2,769	37,001	17,000	1	17,001	3,686	4,707
New Mexico	State Highway Bonds	S	1,503	86	1,589	2,440	40	2,480	1954	1,630	272	2,162	500	0	500	617,860	409,139
		S-T	2,650	250	2,900	2,650	230	2,880	1954	2,650	350	3,000	400	10	410	2,945	13,974
New York	State Highway Bonds	S-T	12,407	2,207	14,614	10,000	2,238	12,238	1954	10,000	3,247	13,247	500	10	510	165,795	206,972
		S	10,000	626	10,626	553	353	906	1954	1,036	176	1,212	279	6	285	6,859	41,177
		S	996	363	1,359	996	353	1,349	1961	1,997	344	2,341	176	22	198	17,212	7,532
		S-T	4,220	1,463	5,683	4,394	1,394	5,788	1954	6,768	1,883	8,651	98	22	120	5,514	22,726
		S-T	1,550	8,171	9,721	2,000	6,601	8,601	1954	17,000	1,463	18,463	17,000	1	17,001	101,416	27,004
		S	13,726	11,110	24,836	13,726	11,110	24,836	1954	13,726	11,110	24,836	17,000	1	17,001	230,000	144,562
		T	13,726	11,110	24,836	13,726	11,110	24,836	1954	13,726	11,110	24,836	17,000	1	17,001	230,000	144,562
North Carolina	State Highway Bonds	S	12,200	2,649	14,849	12,350	2,421	14,771	1961	17,000	2,191	19,191	12,200	186	12,386	256,334	33,498
		T	2,100	10,533	12,633	3,000	10,465	13,465	1988	14,500	2,194	16,694	6,800	92	6,892	326,000	245,246
Ohio	Ohio Turnpike Commission Bonds	S-T	565	1,324	1,889	615	1,315	1,930	1989	1,945	450	2,395	394	394	739	38,000	37,964
		S	4,150	909	5,059	4,075	836	4,911	1961	5,000	764	5,764	500	5	505	71,025	11,152
Pennsylvania	State Highway Bonds	S-T	5,384	620	6,004	5,456	541	5,997	1954	6,275	1,023	7,298	1,215	30	1,245	60,390	8,322
		S	750	22	772	750	14	764	1958	750	30	780	607	7	607	5,650	5,923
		S-T	2,055	3,414	5,469	2,260	3,378	5,638	1983	6,090	2,100	8,190	6,090	2,100	8,190	191,259	82,069
		S-T	12,744	11,351	24,095	12,744	11,351	24,095	1982	14,440	5,770	20,210	9,218	5,675	14,893	214,714	146,735
		T	12,744	11,351	24,095	12,744	11,351	24,095	1982	14,440	5,770	20,210	9,218	5,675	14,893	214,714	146,735
		T	12,744	11,351	24,095	12,744	11,351	24,095	1982	14,440	5,770	20,210	9,218	5,675	14,893	214,714	146,735
		T	12,744	11,351	24,095	12,744	11,351	24,095	1982	14,440	5,770	20,210	9,218	5,675	14,893	214,714	146,735
Rhode Island	Highway Improvement Bonds	S	250	70	320	250	65	315	1954	250	95	345	250	5	255	4,750	950
		T	30	185	215	30	185	215	1984	30	185	215	185	69	254	4,088	4,753
South Carolina	State Highway Bonds	S	6,350	268	6,618	3,550	186	3,736	1954	9,070	959	10,029	800	14	814	59,020	4,308
		S	100	32	132	100	28	128	1954	100	52	152	100	4	104	1,300	364
		S	47	1	48	47	1	48	1954	500	2	512	500	2	502	500	2
		S	6,497	301	6,798	3,688	214	3,902	1954	9,597	1,027	11,024	800	14	814	59,020	4,308
		T	6,497	301	6,798	3,688	214	3,902	1954	9,597	1,027	11,024	800	14	814	59,020	4,308
		T	6,497	301	6,798	3,688	214	3,902	1954	9,597	1,027	11,024	800	14	814	59,020	4,308
		T	6,497	301	6,798	3,688	214	3,902	1954	9,597	1,027	11,024	800	14	814	59,020	4,308
Tennessee 3/	State Highway Bonds	S-T	-	230	230	-	230	230	1955	10,599	650	11,249	5,000	100	5,100	21,114	3,284
		S	-	725	725	-	9	9	1961	725	5	730	725	5	730	12,675	384
		S	-	160	160	-	160	160	1954	9,574	336	9,910	3,349	48	3,397	12,675	384
		T	-	399	399	-	399	399	1955	13,900	887	14,787	3,000	60	3,060	1,820	8,650
		T	-	399	399	-	399	399	1955	13,900	887	14,787	3,000	60	3,060	1,820	8,650
		T	-	399	399	-	399	399	1955	13,900	887	14,787	3,000	60	3,060	1,820	8,650
		T	-	399	399	-	399	399	1955	13,900	887	14,787	3,000	60	3,060	1,820	8,650
Texas	Reimbursement Obligations Assumed	S	1,337	286	1,623	779	208	987	1994	3,061	882	3,943	899	*	899	19,255	4,332
		T	250	6	256	286	3	289	1954	274	23	297	150	-	150	2,152	2,281
Virginia	Toll Bridge and Ferry Bonds	S	94	457	551	94	444	538	1967	1,195	375	1,570	615	348	963	18,044	7,912
		T	1,264	1,719	2,983	1,264	1,719	2,983	1970	1,853	865	2,718	1,853	65	1,918	22,685	25,795
Washington	Special Issues, State Highway Bonds	S	2,002	1,267	3,269	2,141	1,212	3,353	1954	1,807	1,760	3,567	3,268	88	3,356	57,229	20,688
		T	1,156	835	1,991	1,183	831	2,014	1966	1,340	807	2,147	1,983	55	2,038	16,212	16,212
		S	-	124	124	-	124	124	1955	15	2	17	15	1	16	44	44
		S	203	224	427	209	118	327	1954	178	173	351	322	8	330	86,475	2,031
		T	3,411	2,267	5,678	3,533	2,130	5,663	1954	4,115	5,850	9,965	3,268	88	3,356	57,229	20,688
		T	3,411	2,267	5,678	3,533	2,130	5,663	1954	4,115	5,850	9,965	3,268	88	3,356	57,229	20,688
		T	3,411	2,267	5,678	3,533	2,130	5,663	1954	4,115	5,850	9,965	3,268	88	3,356	57,229	20,688
West Virginia	State Highway Bonds	S	6,244	820	7,064	6,053	725	6,778	1954	8,603	1,490	10,093	80	2	82	92,289	10,648
		T	2,743	4,620	7,363	2,743	4,620	7,363	1954	2,743	4,620	7,363	2,743	1	2,744	56,000	12,361
		T	2,743	4,620	7,363	2,743	4,620	7,363	1954	2,743	4,620	7,363	2,743	1	2,744	56,000	12,361
		T	2,743	4,620	7,363	2,743	4,620	7,363	1954	2,743	4,620	7,363	2,743	1	2,744	56,000	12,361
		T	2,743	4,620	7,363	2,743	4,620	7,363	1954	2,743	4,620	7,363	2,743	1	2,744	56,000	12,361
		T	2,743	4,620	7,363	2,743	4,620	7,363	1954	2,743	4,620	7,363	2,743	1	2,744	56,000	12,361
		T	2,743	4,620	7,363	2,743	4,620	7,363	1954	2,743	4,620	7,363	2,743	1	2,744	56,000	12,361
Wisconsin	Reimbursement Obligations Assumed	S	339	-	339	339	-	339	1954	506	-	506	75	-	75	5,181	-
		T	109,940	22,281	132,221	101,338	20,002	121,340	1954	101,338	20,002	121,340	101,338	20,002	121,340	1,636,965	1,990,947
Summary	State Highway Bonds	S-T	42,239	67,972	110,211	44,748	67,098	111,846	1954	44,748	67,098	111,846	44,748	67,098	111,846	2,455,102	3,944,100
		S	1,950	317	2,267	1,950	317	2,267	1954	1,950	317	2,267	1,950	317	2,267	31,442	36,215
		T	134,289	90,215	224,504	147,798	87,333	235,136	1954	147,798	87,333	235,136	147,798	87,333	235,136	2,007,753	5,931,262
		T	134,289	90,215	224,504	147,798	87,333	235,136	1954	147,798	87,333	235,136	147,798	87,333	235,136	2,007,753	5,931,262
		T	134,289	90,215	224,504	147,798	87,333	235,136	1954	147,798	87,333	235,136	147,798	87,333	235,136	2,007,753	5,931,262
		T	134,289	90,215	224,504	147,798	87,333	235,136	1954	147,798	87,333	235,136	147,798	87,333	235,136	2,007,753	5



# HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY STATE HIGHWAY DEPARTMENTS $\downarrow$

CALENDAR YEAR 1953

TABLE CA-3  
ISSUED JANUARY 1954

STATE	PROJECTS FINANCED PARTIALLY OR ENTIRELY WITH FEDERAL FUNDS				PROJECTS FINANCED WITHOUT FEDERAL FUNDS			TOTAL, ALL PROJECTS		
	NUMBER OF PROJECTS	COST	FEDERAL FUNDS	MILES	NUMBER OF PROJECTS	COST	MILES	NUMBER OF PROJECTS	COST	MILES
		1,000 DOLLARS	1,000 DOLLARS			1,000 DOLLARS			1,000 DOLLARS	
ALABAMA	168	26,814	13,368	775	178	7,965	785	346	34,779	1,560
ARIZONA	39	9,900	7,921	180	91	6,112	175	130	16,012	355
ARKANSAS	81	11,565	5,927	433	4	310	27	85	11,875	460
CALIFORNIA	126	57,810	30,548	370	421	2/ 84,571	575	547	142,381	945
COLORADO	74	15,667	9,274	374	65	5,894	422	139	21,561	796
CONNECTICUT	14	5,827	2,932	22	188	5,983	112	202	11,810	134
DELAWARE	3	1,248	624	13	17	2,454	22	20	3,702	35
FLORIDA	70	13,097	6,635	255	140	2/ 11,437	577	210	24,534	832
GEORGIA	95	18,273	9,192	440	79	7,807	334	174	26,080	774
IDAHO	97	14,341	10,346	440	7	242	16	104	14,583	456
ILLINOIS	265	52,389	26,352	674	123	18,806	358	388	71,195	1,032
INDIANA	92	14,886	7,438	99	29	2/ 11,368	287	121	2/ 26,254	386
IOWA	363	22,155	11,869	1,600	311	4,812	1,053	674	26,967	2,653
KANSAS	341	23,733	11,832	1,337	139	7,737	505	480	31,470	1,842
KENTUCKY	92	16,306	8,546	299	252	13,699	1,519	344	30,005	1,813
LOUISIANA	19	10,375	5,038	86	150	17,961	664	169	28,336	750
MAINE	27	8,530	4,533	64	4	2/ 803	7	31	9,333	71
MARYLAND	60	9,225	5,390	80	66	18,586	202	126	27,811	282
MASSACHUSETTS	12	15,336	7,187	30	394	28,076	257	406	43,412	287
MICHIGAN	266	41,978	21,107	590	200	14,953	366	466	56,931	956
MINNESOTA	344	24,192	12,580	1,336	154	16,281	673	498	40,473	2,009
MISSISSIPPI	174	18,862	9,360	745	36	2/ 7,360	69	210	26,222	814
MISSOURI	213	36,722	18,313	727	105	2/ 21,058	502	318	57,780	1,229
MONTANA	115	17,211	12,653	728	-	-	-	115	17,211	728
NEBRASKA	122	9,007	5,055	444	4	323	38	126	9,330	482
NEVADA	25	5,580	4,721	179	21	117	27	46	5,697	206
NEW HAMPSHIRE	27	5,345	2,669	39	33	2/ 5,117	81	60	10,462	120
NEW JERSEY	21	21,767	10,518	28	125	2/ 137,194	261	146	158,961	289
NEW MEXICO	68	13,173	8,622	453	21	1,862	171	89	15,035	624
NEW YORK	138	92,099	46,840	390	92	2/ 286,363	289	230	378,462	679
NORTH CAROLINA	156	19,240	9,678	625	138	11,036	1,083	294	30,276	1,708
NORTH DAKOTA	154	12,436	6,472	1,266	10	487	53	164	12,923	1,319
OHIO	146	49,951	26,912	213	254	2/ 223,843	1,677	400	273,794	1,890
OKLAHOMA	63	12,471	6,926	210	78	7,116	259	141	19,587	469
OREGON	126	33,375	22,639	544	40	2,210	244	166	35,585	785
PENNSYLVANIA	67	68,287	33,116	200	1,947	2/ 95,960	2,673	2,014	164,247	2,873
RHODE ISLAND	9	3,612	1,804	22	2	1,549	1	11	5,161	23
SOUTH CAROLINA	151	11,376	5,742	478	425	9,529	966	576	20,905	1,444
SOUTH DAKOTA	106	12,454	7,491	839	22	2,770	260	128	15,224	1,099
TENNESSEE	102	13,495	7,013	475	559	11,205	1,792	661	24,700	2,267
TEXAS	308	53,062	28,480	1,556	869	41,676	4,650	1,177	94,738	6,206
UTAH	52	8,381	6,267	243	14	1,892	33	66	10,273	276
VERMONT	32	4,041	2,052	38	4	144	5	36	4,185	43
VIRGINIA	149	22,376	11,526	399	335	15,412	934	484	37,788	1,333
WASHINGTON	135	24,496	14,535	400	84	2/ 14,881	459	219	39,377	859
WEST VIRGINIA	30	7,376	3,685	53	205	2/ 83,740	774	235	91,116	827
WISCONSIN	226	26,455	13,423	708	90	13,433	337	316	39,888	1,045
WYOMING	39	8,376	5,813	243	53	2,761	345	92	11,137	588
DISTRICT OF COLUMBIA	14	8,701	3,975	4	16	2,249	25	30	10,950	29
TOTAL	5,616	3/ 1,033,374	554,944	21,743	8,594	4/ 1,287,144	26,944	14,210	2,320,518	48,687

1/ Contracts awarded and force account work authorized by State agencies for highways, including Federal-State, Federal-State-local, and State-local cooperative work, and a small amount by the Federal Government for national park and forest roads, etc. Work on local roads and streets is included only when contracted or performed by the State or when Federal funds are involved.

2/ Contracts awarded for special toll facilities are included as follows: California, Richmond-San Rafael Bridge \$35,334,000; Florida, Jacksonville-Gilmer Street Bridge \$126,000, and Lower Tampa Bay Bridge \$80,000; Indiana, (Lawrenceburg Bridge, \$4,347,000 contract awarded in January and later cancelled. Project postponed indefinitely), and Wabash River Bridge \$2,239,000; Maine Turnpike Extension \$546,000; Mississippi, Gautier-Pascagoula Bridge \$5,959,000; Missouri, Paseo Bridge \$13,630,000; New Hampshire Central Turnpike \$2,114,000; New Jersey, Garden State Parkway \$109,798,000, New Jersey Turnpike Extension \$18,971,000; New York, New York State Thruway \$248,043,000, Captree State Parkway \$358,000, Port of New York Authority \$2,611,000, and New York Lincoln Tunnel \$18,525,000; Ohio Turnpike \$212,185,000; Pennsylvania, Delaware River Port Authority, Gloucester Bridge \$17,998,000, Pennsylvania Turnpike System \$27,033,000, and Minsi Trail Bridge \$395,000; Washington State Toll Bridge Authority \$1,051,000; and West Virginia Turnpike \$77,225,000.

3/ Includes 353 force account projects amounting to \$10,386,000.

4/ Includes 3,546 force account projects amounting to \$53,707,000.

## LOCAL ROAD AND STREET FINANCE

The receipts, disbursements, and debt status of the local governmental units for highway and street purposes during 1952 are reported in the following tables. Also included are the receipts and disbursements of the urban places for allied street functions.

## INTERGOVERNMENTAL TRANSFERS

There are some differences between the State and local finance tables with respect to intergovernmental transfers. Variations in the fiscal periods covered account for most of this disagreement. In addition, some of the direct expenditures by the local units on State highways have been reported as transfers to and as direct expenditures of the State in the State finance tables.

The treatment of so-called "reimbursement obligations" in the tables for the local rural units introduces a further apparent disagreement between the local finance and State finance tables. State payments to reimburse local governments for their contributions to the cost of roads now on the State systems are reported as debt service payments on reimbursement obligations in table SF-4. In the States in which the reimbursement payments bear little, if any, relation to the local debt incurred in contributing to the cost of present State highways, as in Kansas and Missouri, the reimbursement received from the State is consid-

ered to be aid for local roads and is included in the receipts from the States reported in table LF-R-1.

In those States in which the State reimbursements are the amounts required for principal and interest payments on local debt issued to provide funds for State-administered highways, as in Delaware and in Iowa, the outstanding local debt for which the State has assumed responsibility and all transactions relating thereto are omitted from the local finance tables. In Texas and Wisconsin, where the reimbursements are related to local debt service requirements, the outstanding local debt being serviced with State funds is reported as local debt in the local finance tables. Therefore, the receipts from the State reported for Texas and Wisconsin in table LF-R-1 include amounts received for principal and interest payments on local debt issued to provide funds for State highways.

## SOURCES AND PROCEDURE

Rural data, either partial or complete, were received from all States in time for inclusion in the tables. Urban data were received from 45 States. The information concerning allied functions, which include street lighting, street cleaning, storm sewers, sidewalks, and parking facilities, has been excluded from the regular street finance tables and is given in separate tables. Forty States reported these data for 1952.



## RECEIPTS OF THE LOCAL RURAL UNITS FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Department from State and local records

12-R-1, 1952  
November 1954

State	Local revenue							Transfers from State				Borrowings			Total receipts
	Property taxes			Appropriations from general funds	Local highway user imposts 1/	Tolls	Miscellaneous	Total	Transfers from urban places	Other 2/		Total	Long term	Short term	
	Road and bridge levies	Special assessments	Total												
Alabama 4/	3,493	-	3,493	3,903	901	-	1,023	9,320	-	21,448	202	4,251	633	4,784	35,754
Arizona	759	283	1,042	1,042	-	-	523	3,329	-	2,730	241	2,971	235	4,686	7,221
Arkansas	1,701	-	1,701	1,853	-	-	975	4,499	-	5,866	766	6,632	450	-	11,591
California	4,437	-	4,437	5,696	-	4,232	5,429	19,814	334	50,983	1,784	52,772	1,874	515	75,309
Colorado 2/	4,296	-	4,296	167	-	-	276	4,739	61	10,531	2,375	12,906	236	-	17,942
Connecticut	-	-	-	3,749	-	-	-	3,749	-	4,825	-	4,825	40	389	9,035
Delaware 4/, 6/	-	-	-	39	-	-	-	39	-	12,533	3,010	15,543	17	5	17,553
Florida	5,772	-	5,772	302	-	1,148	996	8,218	-	-	-	-	47	402	24,210
Georgia	9,300	486	9,786	2,438	1	227	259	12,711	-	4,817	4,514	9,331	106	20,958	43,106
Idaho	3,546	-	3,546	12	-	-	20	3,578	29	4,309	-	4,309	139	9,325	13,333
Illinois	30,684	3,685	34,369	3,170	-	308	91	37,938	-	25,904	11	25,904	1,270	20,386	84,228
Indiana	134	-	134	616	-	60	181	991	-	22,464	-	22,464	-	20,182	23,637
Iowa	28,964	-	28,964	1,560	-	-	2,677	33,201	-	26,112	-	26,112	-	730	60,068
Kansas	27,001	53	27,054	2,930	-	-	247	27,414	-	8,080	2,123	10,203	1,312	2,232	41,221
Kentucky	3,784	-	3,784	1,795	-	-	331	7,045	-	1,365	-	1,365	100	134	8,544
Louisiana	3,028	309	3,337	1,755	-	-	67	5,161	1	4,482	3,180	7,662	125	339	13,786
Maine	101	-	101	4,083	-	111	26	4,321	-	676	-	676	-	69	365
Maryland	265	-	265	3,944	-	-	550	4,759	10	5,313	603	5,916	-	2	5,362
Massachusetts	-	10	10	8,783	-	-	31	8,829	-	3,706	-	3,706	-	47	13,201
Michigan	3,479	-	3,479	5,283	-	47	1,564	10,373	-	44,725	-	44,725	-	925	50,023
Minnesota	27,068	-	27,068	1,343	-	-	64	28,475	344	12,710	301	13,071	160	1,584	44,218
Mississippi	5,371	-	5,371	643	719	-	440	8,111	-	19,652	1,973	20,625	701	5,040	34,543
Missouri	14,714	-	14,714	1,512	-	1,440	1,361	19,027	17	2,744	1,614	4,358	1,130	169	24,257
Montana	4,930	41	4,971	2,099	-	-	331	5,411	-	-	-	-	139	-	8,294
Nebraska	6,868	28	6,896	171	-	44	910	7,921	-	13,677	3	13,680	20	116	24,737
Nevada	389	-	389	12	1,134	-	183	1,718	-	72	5	72	26	-	2,749
New Hampshire	-	-	-	2,158	-	-	-	2,158	-	11,329	-	11,329	-	97	28,357
New Jersey 2/	-	8	8	9,577	-	395	1,118	11,098	-	-	-	-	-	5,100	28,357
New Mexico	230	-	230	14	-	-	-	244	2	1,378	1,000	2,378	116	-	2,740
New York	48,981	-	48,981	4,033	-	-	5,349	61,387	83	32,744	-	32,744	-	8,428	103,916
North Carolina 4/	3,632	-	3,632	3,632	-	-	-	3,632	-	-	-	-	-	136	3,768
North Dakota	7,559	-	7,559	105	-	-	60	8,024	52	4,608	-	4,608	288	69	13,507
Ohio	5,353	914	6,267	2,952	-	-	2,260	11,379	506	54,608	-	54,608	403	2,860	69,930
Oklahoma 5/	2,546	-	2,546	47	-	-	564	3,157	-	20,854	2,594	23,448	-	6,477	33,082
Oregon	4,684	-	4,684	720	-	169	670	6,243	-	8,247	5	8,252	4,189	479	13,483
Pennsylvania	19,255	-	19,255	1,904	-	-	3,366	24,485	-	16,963	245	17,208	-	2,437	44,484
Rhode Island 5/	-	-	-	774	-	-	-	774	-	60	-	60	-	-	834
South Carolina	666	-	666	1,699	-	-	90	2,455	-	5,000	-	5,000	-	200	7,655
South Dakota	8,312	-	8,312	231	-	-	20	8,563	-	4,693	79	4,772	135	415	13,881
Tennessee	8,891	-	8,891	373	72	-	112	9,443	-	13,978	72	14,050	153	2,936	20,487
Texas	41,337	-	41,337	2,298	-	445	2,792	46,862	164	33,477	16	33,493	749	17,290	99,143
Utah	1,845	-	1,845	30	-	-	60	1,935	61	1,935	-	1,935	-	-	3,553
Vermont	-	-	-	3,477	-	-	91	3,568	-	2,925	-	2,925	-	-	6,493
Virginia 4/	391	13	404	63	145	-	8	620	-	727	2	729	-	-	1,349
Washington	8,834	-	8,834	96	-	73	764	9,767	60	15,914	329	16,243	7/ 2,450	60	28,750
West Virginia 4/	981	-	981	961	-	100	1	1,082	-	19,136	-	19,136	-	230	20,116
Wisconsin 5/	16,967	61	17,028	1,468	-	-	3,631	30,620	2	1,886	-	1,886	388	2,827	51,709
Wyoming	-	-	-	-	-	-	-	1,468	-	-	-	-	-	-	3,082
Total	370,648	5,942	376,590	97,966	2,972	12,871	39,391	529,790	1,729	556,839	26,900	583,739	17,138	108,484	1,253,453

1/ County motor-fuel taxes in Alabama, Mississippi and Nevada; rolling store licenses in Georgia; county wheel tax in Tennessee; auto and truck licenses in Virginia.

2/ Includes State general fund appropriations for local roads and proceeds of miscellaneous State taxes.

3/ Includes National Forest earnings apportioned to counties; payments in lieu of taxes, and other miscellaneous payments. Does not include Federal-aid secondary road funds.

4/ All rural roads under State control in Delaware, North Carolina, West Virginia, and in all but three counties in Virginia. Three counties in Alabama transferred to State control in 1951.

5/ Partially or entirely estimated.

6/ Includes transactions under provisions of the 1945 Suburban Road Act.

7/ Includes \$2,343,801 Forest Reserve funds.

8/ Advances from cities and villages.

<sup>1/</sup> County motor-fuel taxes in Alabama, Mississippi and Nevada; rolling store licenses in Georgia; county wheel tax in Tennessee; auto and truck licenses in Virginia.

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<sup>4/</sup> All rural roads under State control in Delaware, North Carolina, West Virginia, and in all but three counties in Virginia. Three counties in Alabama transferred to State control in 1951.

<sup>5/</sup> Partially or entirely estimated.

<sup>6/</sup> Includes transactions under provisions of the 1945 Suburban Community Road Act.

<sup>7/</sup> Includes \$2,343,801 Forest Reserve funds.

<sup>8/</sup> Advances from cities and villages.

## LOCAL ROAD FINANCE - 1952

## DISBURSEMENTS BY THE LOCAL RURAL UNITS FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records

LP-D-1, 1952  
K, version 1.1

State	Local rural roads 1/					State highways 1/					Urban streets 1/				Non-highway purposes 2/	Total
	Current direct expenditures			Transfers to State	Debt retirement	Total	Current direct expenditures		Transfers to State	Debt retirement	Total	Current direct expenditures	Transfers to urban places	Total		
	Capital outlay, maintenance, and miscellaneous	Interest	Total				Capital outlay and maintenance	Interest								
Alabama 3/	29,474	1,113	30,587	-	4,879	35,466	-	-	287	-	287	15	38	35,756	36	
Arizona	5,720	124	5,844	414	621	6,879	-	-	-	-	-	-	-	6,879	7	
Arkansas	10,426	394	10,820	394	-	10,790	174	-	-	-	-	-	388	11,342	125	
California	60,315	1,538	61,853	2,927	1,213	66,493	62	-	160	-	222	571	3,536	70,322	115	
Colorado 1/	2,622	-	2,622	-	-	2,622	6,180	-	494	-	6,674	123	131	16,564	24	
Connecticut	1,575	31	1,606	-	343	2,223	-	-	-	-	-	-	-	2,223	42	
Delaware 2/	1,000	3	1,003	-	6,219	7,222	517	-	125	-	652	-	474	23,511	154	
Florida	11,401	410	11,811	1,047	1,142	21,570	626	-	-	-	626	705	2,624	24,326	44	
Georgia	7,944	34	7,978	675	213	8,461	17	-	-	-	17	170	302	8,580	30	
Idaho	46,485	1,417	47,902	-	7,217	55,222	2,293	-	3,122	-	5,415	13,344	13,399	74,036	45	
Illinois	42,484	55	42,539	-	212	42,751	-	-	-	-	-	-	-	42,751	12	
Indiana	62,983	113	63,096	-	533	63,629	-	-	-	-	-	-	-	63,629	-	
Iowa	34,975	83	35,058	2,617	1,501	39,176	-	-	-	-	-	-	18	39,194	1	
Kansas	6,276	453	6,729	-	1,413	8,142	359	-	-	-	359	-	-	8,506	115	
Kentucky	11,178	739	11,917	27	1,842	13,786	-	-	-	-	-	-	-	13,786	201	
Louisiana	1,401	37	1,438	-	287	3,525	775	-	1,406	-	1,406	-	-	3,500	-	
Maine	11,179	250	11,429	-	716	12,145	-	-	-	-	-	-	-	12,145	-	
Maryland	11,073	6	11,079	2,593	34	11,113	-	-	-	-	-	225	1,147	12,545	37	
Massachusetts	47,962	10	47,972	-	1,319	51,477	-	-	-	-	-	-	-	51,477	-	
Michigan	31,294	226	31,520	3,644	711	42,169	-	-	-	-	-	311	1,067	43,236	434	
Minnesota	21,493	404	21,897	2	4,711	26,608	46	-	7/	-	616	111	742	29,635	361	
Mississippi	17,471	384	17,855	-	4,284	22,139	-	-	-	-	-	1	67	22,206	90	
Missouri	7,155	16	7,171	-	45	7,216	-	-	-	-	-	-	-	7,216	-	
Montana	2,404	276	2,680	-	75	2,755	-	-	639	-	639	-	-	2,755	-	
Nebraska	1,404	5	1,409	-	25	1,434	-	-	-	-	-	-	-	1,434	-	
Nevada	2,335	711	3,046	145	3,524	4,569	33	-	67	-	105	-	-	4,674	-	
New Hampshire	23,488	711	24,199	-	3,524	27,723	-	-	-	-	-	-	-	27,723	-	
New Jersey 1/	1,577	14	1,591	-	24	1,615	42	-	773	-	795	-	2	2,403	247	
New Mexico	97,606	1,505	99,111	-	10,422	109,533	-	-	75	-	75	-	-	109,533	3,763	
North Carolina 3/	1,115	1,115	2,230	1,413	2,571	3,786	-	-	234	-	234	61	61	3,786	-	
North Dakota	60,012	327	60,339	1,064	1,869	62,208	69	-	295	-	364	219	251	62,887	913	
Ohio	4,113	245	4,358	-	1,337	5,695	-	-	-	-	-	-	-	5,695	5	
Oklahoma 4/	10,202	275	10,477	226	706	11,183	-	-	-	-	-	34	48	11,227	13,413	
Oregon	37,450	2,523	39,973	-	3,315	43,288	-	-	-	-	-	-	1,021	44,309	91	
Pennsylvania	770	-	770	-	4	774	60	-	-	-	60	-	-	774	-	
Rhode Island 4/	6,525	221	6,746	-	614	7,360	154	-	42	-	196	-	-	7,556	-	
South Carolina	11,473	25	11,498	1,374	313	13,185	-	-	-	-	-	-	-	13,185	15	
South Dakota	1,304	1,304	2,608	46	2,746	2,792	425	-	-	-	325	11	136	26,047	133	
Tennessee	61,362	5,313	66,675	-	13,044	79,719	-	-	-	-	-	-	-	79,719	-	
Texas	3,250	-	3,250	-	-	3,250	-	-	-	-	-	-	-	3,250	-	
Utah	6,146	-	6,146	-	-	6,146	-	-	-	-	-	-	-	6,146	-	
Vermont	703	147	850	-	334	1,184	-	-	46	-	46	5	-	1,230	-	
Virginia 3/	26,552	114	26,666	160	525	27,347	-	-	-	-	-	-	-	27,347	-	
Washington	47,105	254	47,359	-	822	48,181	-	-	-	-	-	-	-	48,181	-	
West Virginia 3/	1,887	-	1,887	2,311	538	4,736	1,322	-	791	-	2,113	-	-	5,849	221	
Wisconsin 1/	1,887	-	1,887	109	-	1,996	-	-	-	-	-	-	-	1,996	-	
Wyoming	1,887	-	1,887	-	-	1,887	-	-	-	-	-	-	-	1,887	-	
Total	415,472	25,275	440,747	20,877	92,804	533,551	17,459	1,244	10,401	3,951	32,345	10,537	31,140	571,691	1,013	

1/ Classification of disbursements by system and purpose is not exact. Therefore, current direct expenditures on local roads may include transfers for local roads, and expenditures and transfers for State highways and local streets.

2/ Includes an unknown amount for allied functions in Mississippi, and \$279,826 in Ohio, transfers to general funds, and other miscellaneous payments.

3/ All rural roads under State control in Delaware, North Carolina, West Virginia and in all but three counties in Virginia. Three counties in Alabama transferred to State control in 1951.

4/ From St. Charles County to State Highway Department for new connecting roads to Wis and Clark Toll Bridges.

1/ Partially or entirely estimated.

2/ Includes transactions under the provisions of the 1945 Suburban Community Road Act.

3/ Includes reimbursement debt interest, \$2,000 and re-tirement, \$9,000.

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Mississippi, and \$279,826 in Ohio, transfers to general funds, and other miscellaneous payments.

3/ All rural roads under State control in Delaware, North Carolina, West Virginia and in all but three counties in Virginia. Three counties in Alabama transferred to State control in 1951.

4/ Partially or entirely estimated.

5/ Includes transactions under the provisions of the 1945 Suburban Community Road Act.

6/ Includes reimbursement debt interest, \$2,000 and retirement, \$8,000.

7/ From St. Charles County to State Highway Department for new connecting roads to Lewis and Clark Toll Bridge.



LOCAL ROAD FINANCE - 1952

CURRENT DIRECT EXPENDITURES BY THE LOCAL RURAL UNITS FOR CAPITAL OUTLAY, MAINTENANCE,  
INTEREST AND MISCELLANEOUS PURPOSES

1F-D-2, 1952  
November 1954

Based primarily upon reports prepared by the State  
Highway Departments from State and local records

State	Local rural roads 1/					State highways 1/					Urban streets 1/					All roads and streets						
	Right of way 2/	Construction	Maintenance	Interest	Miscellaneous 3/	Total	Right of way 2/	Construction	Maintenance	Interest	Total	Right of way 2/	Construction	Maintenance	Interest	Miscellaneous	Total					
Alabama 4/	151	11,237	1,113	1,069	30,532	43,951	-	-	-	-	15	-	-	-	-	-	15	11,252	1,113	1,069	30,567	
Arizona	-	2,622	2,782	1,124	5,844	11,332	-	-	-	-	-	-	-	-	-	-	-	2,622	2,782	1,124	5,844	
Arkansas	-	2,190	8,094	142	10,426	20,800	174	-	-	-	174	-	-	-	-	-	-	2,190	8,094	142	10,600	
California	1,381	27,223	28,030	1,538	62,353	119,124	-	62	-	-	62	-	569	-	9	-	-	1,381	27,894	28,039	1,538	62,993
Colorado 5/	77	4,706	4,396	-	9,699	18,901	55	3,113	3,007	-	6,130	-	115	-	8	-	-	7,939	7,411	-	16,002	
Connecticut	-	2,259	6,312	19	8,594	16,981	-	-	-	-	-	-	-	-	-	-	-	2,259	6,312	19	8,594	
Delaware 4/, 6/	-	51	32	3,051	233	16,091	517	-	-	-	517	-	-	-	-	-	-	51	32	-	83	
Florida	-	1,631	11,136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,631	11,136	3,051	16,563	
Georgia	40	5,794	12,280	426	807	19,387	622	-	-	-	622	880	1,043	-	-	-	-	6,337	12,280	426	21,821	
Idaho	33	1,639	5,438	24	234	7,335	-	-	-	-	-	-	-	-	-	-	-	1,639	5,438	24	7,111	
Illinois	461	13,922	26,619	1,917	5,256	48,705	2,004	289	-	-	2,293	2,718	8,468	-	-	-	-	2,709	20,332	1,917	68,897	
Indiana	40	1,457	20,815	35	592	23,299	-	-	-	-	-	-	-	-	-	-	-	1,457	20,815	35	23,299	
Iowa	743	24,955	34,039	113	3,241	63,096	-	-	-	-	-	-	-	-	-	-	-	24,955	34,039	113	63,096	
Kansas	111	15,860	18,443	83	561	35,095	359	-	-	-	359	-	-	-	-	-	-	15,860	18,443	83	35,095	
Kentucky	11	249	5,993	453	23	6,724	-	-	-	-	-	-	-	-	-	-	-	249	5,993	453	7,008	
Louisiana	4	1,037	9,801	739	336	11,917	-	-	-	-	-	-	-	-	-	-	-	1,037	9,801	739	11,917	
Maine	-	263	2,930	37	3	3,238	-	-	775	-	775	-	-	-	-	-	-	263	3,705	37	4,013	
Maryland	26	4,693	5,564	250	896	11,423	-	-	-	-	-	-	-	-	-	-	-	4,693	5,564	250	11,429	
Massachusetts	-	3,237	6,374	6	1,462	11,079	-	-	-	-	-	-	-	-	-	-	-	3,237	6,374	6	1,462	
Michigan	745	15,400	24,507	103	2,210	47,965	-	-	-	-	-	-	-	-	-	-	-	15,400	24,507	103	47,965	
Minnesota	203	13,210	24,881	220	-	38,514	-	-	-	-	-	-	-	-	-	-	-	13,210	24,881	220	38,925	
Mississippi	8	4,951	22,523	343	171	28,501	-	-	-	-	-	-	-	-	-	-	-	4,951	22,523	343	29,064	
Missouri	10	7,979	10,263	943	234	19,539	45	1	-	-	46	-	26	-	-	-	-	7,979	10,263	943	19,604	
Montana	1	956	6,563	16	297	7,833	-	-	-	-	-	-	-	-	-	-	-	956	6,563	16	7,839	
Nebraska	21	9,716	12,266	236	337	22,516	-	-	-	-	-	-	-	-	-	-	-	9,716	12,266	236	22,516	
Nevada	2	120	1,270	-	116	1,503	-	-	-	-	-	-	-	-	-	-	-	120	1,270	-	1,408	
New Hampshire	-	150	1,864	5	16	2,035	-	-	39	-	39	-	-	-	-	-	-	150	1,864	5	2,073	
New Jersey 2/	-	7,932	16,083	711	35	24,699	-	-	-	-	-	-	-	-	-	-	-	7,932	16,083	711	24,699	
New Mexico	-	237	3,272	14	1,577	4,890	22	-	-	-	22	-	-	-	-	-	-	237	3,272	14	4,890	
New York	63	25,743	56,774	1,505	5,001	88,023	-	-	-	-	-	-	-	-	-	-	-	25,743	56,774	1,505	89,111	
North Carolina 4/	-	5,820	3,985	25	287	10,113	-	-	-	-	-	-	-	-	-	-	-	5,820	3,985	25	10,204	
Ohio	105	11,442	44,628	327	3,837	60,339	-	-	69	-	69	-	60	-	-	-	-	11,442	44,628	327	60,686	
Oklahoma 2/	4	10,362	14,525	245	1,237	26,373	-	-	-	-	-	-	-	-	-	-	-	10,362	14,525	245	18,373	
Oregon	109	5,229	11,629	275	660	18,202	-	-	-	-	-	-	-	-	-	-	-	5,229	11,629	275	18,168	
Pennsylvania	1,124	10,750	13,798	2,523	4,778	32,913	-	-	-	-	-	-	-	-	-	-	-	1,124	10,750	2,523	32,973	
Rhode Island 2/	-	15	755	-	-	770	-	-	60	-	60	-	-	-	-	-	-	15	755	-	810	
South Carolina	-	1,420	4,871	221	245	6,313	-	-	43	-	158	-	27	-	-	-	-	1,420	4,871	221	7,004	
South Dakota	5	4,722	6,925	25	101	11,973	-	-	-	-	-	-	-	-	-	-	-	4,722	6,925	25	11,978	
Tennessee	47	5,860	13,363	1,304	1,130	22,244	825	-	-	-	825	-	-	-	-	-	-	5,860	13,363	1,304	23,074	
Texas	966	23,903	31,540	5,313	66,675	122,437	3,909	9	-	1,211	5,129	-	3,203	244	-	-	-	23,903	31,794	6,924	75,256	
Utah	-	1,394	1,764	-	92	3,250	-	-	-	-	-	-	-	-	-	-	-	1,394	1,764	-	3,268	
Vermont	-	2,946	3,522	-	72	6,446	-	-	-	-	-	-	-	-	-	-	-	2,946	3,522	-	6,146	
Virginia 4/	-	299	391	147	53	890	-	-	-	-	-	-	-	-	-	-	-	299	391	147	890	
Washington	-	1,094	17,505	114	-	26,673	-	-	-	40	40	-	60	-	-	-	-	1,094	17,505	114	26,773	
West Virginia 4/	-	-	16	294	-	310	-	-	-	-	-	-	-	-	-	-	-	-	16	294	9	
Wisconsin 2/	-	12,401	30,421	56	4,283	47,161	-	-	562	-	1,366	-	-	-	-	-	-	12,401	30,421	56	48,266	
Wyoming	-	13	1,432	-	-	1,887	-	-	-	-	-	-	-	-	-	-	-	13	1,432	-	1,889	
Total	6,539	317,515	610,571	25,995	51,344	1,011,967	8,535	4,370	4,554	1,294	13,753	3,603	13,592	3,058	-	-	-	6,539	317,515	610,571	25,995	1,021,373

1/ Classification of direct expenditures by system and purpose is not exact. Therefore, current direct expenditures on local roads may include transfers for local roads, and expenditures and transfers for State highways and local streets.

2/ Identifiable expenditures for right-of-way.

3/ Includes administration, engineering, and other miscellaneous payments.

4/ All rural roads under State control in Delaware, North Carolina, West Virginia, and in all but three counties in Virginia. Three counties in Alabama transferred to State control in 1991.

5/ Partially or entirely estimated.

6/ Includes transactions under the provisions of the 1945 Suburban Community Road Act.

7/ Includes \$40,000 transferred to State of Iowa for maintenance of Dakota County Toll Bridge.

<sup>1/</sup> Classification of direct expenditures by system and purpose is not exact. Therefore, current direct expenditures on local roads may include street, local roads, and expenditures and transfers for State highways and local streets.

<sup>2/</sup> Identifiable expenditures for right-of-way.

<sup>3/</sup> Includes administration, engineering, and other miscellaneous payments.

<sup>4/</sup> All rural roads under State control in Delaware, North Carolina, West Virginia, and in all but three counties in Virginia. Three counties in Alabama transferred to State control in 1951.

<sup>5/</sup> Partially or entirely estimated.

<sup>6/</sup> Includes transactions under the provisions of the 1945 Suburban Community Road Act.

<sup>7/</sup> Includes \$40,000 transferred to State of Iowa for maintenance of Dakota County Toll Bridge.

## LOCAL ROAD FINANCE - 1952

## CHANGE IN STATUS OF THE HIGHWAY OBLIGATIONS OF LOCAL RURAL UNITS

Based primarily upon reports prepared by the State Highway Departments from State and local records

LD-C-1, 1952  
November 1, 1954

State	Total debt outstanding at beginning of year 1/	Long term debt						Short term debt						Total debt outstanding at end of year
		Issued		Redeemed		Amount out-standing at begin-ning of year 1/	Issued		Redeemed		Amount out-standing at begin-ning of year 1/			
		Original	Refund-ing	From current sinking funds	By refund-ing		Original	Exten-sions	From current sinking funds	By exten-sions or funding				
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	
Alabama 2/	35,403	34,546	4,147	-	4,292	34,401	633	-	-	597	34,3	25,304		
Arizona	3,183	3,123	686	-	621	3,243	-	-	-	-	-	3,248		
Arkansas 3/	-	-	-	-	-	-	-	-	-	-	-	-		
California	40,572	40,572	406	109	1,104	39,474	-	-	-	-	-	39,874		
Colorado 4/	-	-	-	-	-	-	-	-	-	-	-	-		
Connecticut	115	195	360	-	331	814	27	-	-	12	43	957		
Delaware 2/, 5/	1,067	1,067	17	-	70	1,014	5	-	-	-	23	1,014		
Florida	83,260	83,242	47	350	5,949	77,340	-	-	-	-	-	77,363		
Georgia	19,365	19,365	20,915	-	1,132	39,093	-	-	-	-	-	34,093		
Idaho	476	334	-	-	123	256	-	-	-	90	141	337		
Illinois	79,128	69,786	18,675	-	6,596	80,465	134	-	-	421	7,523	84,363		
Indiana	3,812	3,812	132	-	212	3,752	-	-	-	-	-	3,752		
Iowa	5,612	5,512	729	-	433	5,758	25	-	-	50	75	5,833		
Kansas	5,592	4,135	1,394	-	559	5,020	89	-	-	42	1,353	6,373		
Kentucky	11,152	11,013	-	100	1,249	9,763	34	-	-	69	99	9,868		
Louisiana	17,050	16,041	337	-	1,457	15,261	494	-	-	335	513	16,039		
Maine	1,367	1,276	296	-	243	1,323	66	3	-	41	116	1,445		
Maryland	10,052	10,052	2,500	-	716	11,536	2	-	-	-	2	11,533		
Massachusetts	351	351	47	-	94	304	-	-	-	-	-	304		
Michigan 4/	6,589	6,589	925	-	1,389	6,125	-	-	-	-	-	6,125		
Minnesota	6,043	6,532	1,594	-	646	7,470	604	-	-	65	650	7,120		
Mississippi	26,131	26,043	4,583	453	4,136	26,490	66	-	-	122	92	26,592		
Missouri	12,435	10,238	169	-	1,773	8,634	2,599	-	-	2,436	2,710	11,344		
Montana	401	401	-	-	45	356	-	-	-	-	-	356		
Nebraska	6,176	5,392	20	-	17	5,395	116	-	-	53	242	6,237		
Nevada	35	50	-	-	-	50	35	-	-	25	10	60		
New Hampshire	274	274	37	-	82	259	-	-	-	-	-	289		
New Jersey 4/	31,043	30,308	5,100	-	2,856	32,552	660	-	-	698	702	33,254		
New Mexico	305	305	8,428	-	29	276	-	-	-	-	-	276		
New York	52,280	52,280	-	-	8,941	51,767	(2,374)	-	-	(1,281)	(6/)	51,767		
North Carolina 2/	34,872	34,872	69	135	2,438	32,434	266	-	-	374	344	32,434		
North Dakota	923	471	-	-	87	453	-	-	-	-	-	797		
Ohio	12,384	11,336	2,860	-	1,307	12,889	174	-	-	562	660	13,549		
Oklahoma 4/	10,329	10,329	6,477	-	1,337	15,469	-	-	-	-	-	15,469		
Oregon	7,383	7,378	500	-	701	7,177	294	-	-	5	-	7,177		
Pennsylvania	93,213	92,057	2,485	-	8,168	86,374	-	-	-	147	1,303	87,677		
Rhode Island 4/	-	-	-	-	-	-	-	-	-	-	-	-		
South Carolina 4/	8,368	8,368	200	-	619	7,949	-	-	-	4	-	7,949		
South Dakota	917	565	126	-	144	547	289	-	-	174	467	1,014		
Tennessee	37,523	37,384	1,983	557	2,167	37,200	378	-	-	72	445	37,645		
Texas	206,737	205,997	13,995	3,266	17,995	201,880	598	43	-	596	709	202,639		
Utah	-	-	-	-	-	-	-	-	-	-	-	-		
Vermont	-	-	-	-	-	-	-	-	-	-	-	-		
Virginia 2/	3,184	3,184	-	-	334	2,850	-	-	-	-	-	2,850		
Washington	6,272	5,869	60	-	389	5,540	170	-	-	191	382	5,922		
West Virginia 2/	5,191	5,191	-	-	822	4,369	-	-	-	-	-	4,369		
Wisconsin 4/	8,157	8,157	2,809	-	576	10,388	-	-	-	-	-	10,388		
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-		
Total	892,599	874,947	103,198	4,970	92,286	895,852	10,029	46	8,176	39	19,512	915,364		

1/ Difference in debt reported outstanding at end of 1991 and beginning of 1992 due to necessary adjustments.

2/ All rural roads under State control in Delaware, North Carolina, West Virginia, and in all but

three counties in Virginia. Three counties in Alabama transferred to State control in 1991.

3/ Counties prohibited from incurring debt.

4/ Partially or entirely estimated.

5/ Includes transactions under the provisions of the 1945 Suburban Community Road Act.

6/ Information on outstanding debt not available. Borrowings and retirements shown in parentheses not included in column totals.

1/ Difference in debt reported outstanding at end of 1951 and beginning of 1952 due to necessary adjustments.

2/ All rural roads under State control in Delaware, North Carolina, West Virginia, and in all but

three counties in Virginia. Three counties in Alabama transferred to State control in 1951.

3/ Counties prohibited from incurring debt. Data for improvement districts not available.

4/ Includes transactions under the provisions of the 1945 Suburban Community Road Act.

5/ Information on outstanding debt not available. Borrowings and retirements shown in parentheses not included in column totals.



## RECEIPTS OF URBAN PLACES FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records

UP-R-1, 1952  
November 1954

State	Local revenue										Transfers from local rural units	Transfers from State			Borrowings		Total receipts	
	Property taxes					Appropriations from general funds	Local highway-user imposts <sup>1/</sup>	Tolls	Parking meter fees <sup>2/</sup>	Miscellaneous		Total	Highway-user imposts	Other <sup>3/</sup>	Total	Long term		Short term
	Street and bridge levies	Special assessments	Total	Thousand dollars	Thousand dollars													
Alabama <sup>5/</sup>	78	2,266	2,344	2,572	3,055	743	1,076	622	10,412	23	646	646	-	646	614	5,295	16,336	
Arizona	388	977	1,365	1,002	700	-	209	131	2,498	-	1,268	1,268	-	1,268	-	1,338	5,104	
Arkansas	-	-	-	24,024	153	408	16	443	2,556	345	22,009	505	-	22,514	15	281	296	
California	4,519	2,946	7,465	24,024	153	-	-	10,253	42,319	3,536	-	-	-	-	7,321	7,321	75,690	
Colorado <sup>2/</sup>	2,000	310	2,310	3,200	-	99	-	300	5,909	8	1,500	-	-	1,500	-	1,942	9,359	
Connecticut	365	57	422	8,670	-	-	-	741	9,468	64	1,662	-	-	1,662	135	805	11,999	
Delaware	9,047	1,403	10,450	12,312	881	303	1,442	2,321	27,709	597	-	-	-	-	-	360	883	
Florida	-	-	-	-	-	-	-	-	-	-	11	1,653	-	1,664	-	2,070	32,040	
Georgia	187	2,512	2,699	6,524	54	-	89	6	9,372	705	38	-	-	6,166	-	6,166	16,237	
Idaho	1,037	353	1,390	1,431	-	-	221	1	3,043	196	-	-	-	38	-	525	3,914	
Illinois	7,595	1,033	8,628	4,276	14,557	2,146	888	1,324	31,809	150	-	-	-	196	121	14,795	67,611	
Indiana <sup>5/</sup>	1,149	217	1,366	2,468	-	-	1,153	450	5,437	-	-	-	1	10,222	18	614	16,291	
Iowa <sup>5/</sup>	5,024	389	5,413	1,059	-	1,255	-	1,527	9,254	-	4,940	-	-	4,940	-	814	14,608	
Kansas	6,468	2,108	8,576	24	-	-	-	379	8,979	18	2,211	-	-	2,211	3,895	8,553	24,807	
Kentucky	247	32	279	9,203	-	210	1,363	123	11,183	-	672	-	-	672	-	11,829	23,684	
Louisiana	2,309	3,043	5,352	5,849	93	-	529	1,205	13,028	-	1,278	-	-	1,360	92	8,033	22,513	
Maine	5,849	-	5,849	-	-	-	-	-	5,918	-	-	-	-	140	42	8	16,108	
Maryland <sup>5/</sup>	145	109	254	2,955	-	-	-	137	3,346	-	12,294	-	-	12,369	8	617	16,339	
Massachusetts	-	825	825	36,633	-	1,956	940	295	40,649	-	3,140	-	-	3,140	-	8,589	53,525	
Michigan <sup>5/</sup>	3,000	3,865	6,865	20,979	300	-	-	700	28,844	-	23,537	-	-	23,537	-	1,941	54,322	
Minnesota	11,431	4,051	15,482	1,758	14	-	582	3,148	20,984	756	669	701	-	1,370	804	4,322	27,462	
Mississippi	1,575	962	2,537	3,626	4,005	958	-	229	6,392	482	22	-	-	3,020	995	4,015	10,911	
Missouri <sup>5/</sup>	2,502	-	2,502	4,940	-	-	114	501	12,906	500	-	-	-	1,875	-	15,281	15,281	
Montana	1,543	765	2,308	123	-	-	-	134	2,679	65	-	-	-	-	-	840	3,587	
Nebraska	2,916	2,938	5,854	392	360	317	9	542	7,434	95	991	-	-	991	2,684	4,108	15,312	
Nevada	171	284	455	370	-	-	-	90	4,915	353	-	-	-	257	-	481	1,525	
New Hampshire	-	-	-	4,695	1,980	-	786	-	4,695	-	3,524	-	-	-	-	5,176	5,176	
New Jersey <sup>5/</sup>	-	709	709	23,710	-	-	-	-	27,135	-	-	-	-	3,524	2,108	2,519	35,336	
New Mexico	1,339	1,868	3,207	151	275	-	19	-	3,692	2	-	-	-	3,799	-	3,799	7,453	
New York	6,314	1,230	7,544	84,619	-	30,151	1,627	3,438	127,379	-	1,954	-	-	222,970	7,334	2,441	352,303	
North Carolina	-	941	941	9,170	273	-	1,066	333	11,783	-	8/ 3,089	-	-	3,089	4,412	17,313	17,313	
North Dakota	17	1,019	1,036	1,455	2	-	-	11	2,504	-	-	-	-	2,417	-	4,921	4,921	
Ohio	13,620	-	13,620	5,392	-	-	1,358	4,667	25,037	33	23,656	-	-	23,656	3,961	22,486	75,202	
Oklahoma <sup>5/</sup>	762	762	1,524	1,947	-	-	-	-	2,709	-	2,663	-	-	2,663	42	42	5,414	
Oregon <sup>2/</sup>	1,850	750	2,600	289	-	-	-	175	3,064	125	4,315	-	-	4,315	15	375	7,879	
Pennsylvania <sup>5/</sup>	14,786	2,954	17,740	8,376	19	-	3,853	375	30,363	842	5,836	-	-	5,836	-	21,083	58,139	
Rhode Island <sup>5/</sup>	929	-	929	9,809	-	-	-	17	10,755	-	37	-	-	37	-	1,930	12,722	
South Carolina	257	507	764	3,428	10	-	81	1	4,284	-	-	-	-	-	1	23	4,307	
South Dakota	273	166	439	1,377	-	192	24	272	2,304	88	490	-	3	490	25	311	3,193	
Tennessee	-	278	278	6,374	1,496	-	1,174	257	9,579	130	-	-	-	-	-	6,872	16,609	
Texas	8,654	6,273	14,927	17,853	1,355	542	263	9,218	44,158	97	-	-	-	-	84	21,407	65,662	
Utah	1,024	-	1,024	359	-	-	21	5	1,498	-	950	-	-	950	-	82	2,530	
Vermont	-	89	89	1,602	-	-	7	310	1,919	-	255	-	-	255	-	50	2,224	
Virginia <sup>5/</sup>	353	-	353	3,558	2,787	440	814	204	8,156	-	3,446	-	-	3,582	-	3,607	15,345	
Washington	2,914	-	2,914	3,317	-	-	82	259	6,572	-	4,857	-	-	4,918	26	160	11,693	
West Virginia	176	-	176	2,790	-	206	-	8	2,974	-	10,612	-	-	10,612	193	3,167	3,167	
Wisconsin	-	2,544	2,544	11,909	-	-	-	-	14,659	156	-	-	-	-	-	5,697	31,124	
Wyoming <sup>5/</sup>	210	70	280	90	-	-	-	-	370	-	474	-	-	474	-	-	31,124	
Total	123,013	50,847	173,860	357,976	32,369	39,926	19,879	45,153	669,163	10,319	173,908	4,251	-	178,159	23,389	405,818	1,287,421	

1/ Information incomplete. Includes proceeds of motor-fuel taxes, registration fees, wheel taxes, commercial vehicle fees, franchise taxes, and other miscellaneous fees and licenses imposed by the local urban units, which are used for streets.

2/ Information incomplete.

3/ Includes State general-fund appropriations and proceeds of miscellaneous State taxes.

4/ Includes payments in lieu of taxes, flood relief and other miscellaneous payments. Does not include Federal-aid urban funds.

5/ Partially or entirely estimated.

6/ Includes \$773,000 special assessment paper.

7/ Includes \$201,705,000 refunding bonds by Triborough Bridge and Tunnel Authority.

8/ Aid provided by Powell Bill of 1951.

<sup>1/</sup> Information incomplete. Includes proceeds of motor-fuel taxes, registration fees, wheel taxes, commercial vehicle fees, franchise taxes, and other miscellaneous fees and licenses imposed by the local urban units, which are used for streets.

<sup>2/</sup> Information incomplete.

<sup>3/</sup> Includes State general-fund appropriations and proceeds of miscellaneous State taxes.

<sup>4/</sup> Includes payments in lieu of taxes, flood relief and other miscellaneous payments. Does not include Federal-aid urban funds.

<sup>5/</sup> Partially or entirely estimated.

<sup>6/</sup> Includes \$773,000 special assessment paper.

<sup>7/</sup> Includes \$201,709,000 refunding bonds by Triborough Bridge and Tunnel Authority.

<sup>8/</sup> Aid provided by Powell Bill of 1951.

## LOCAL ROAD FINANCE - 1952

## DISBURSEMENTS BY URBAN PLACES FOR HIGHWAYS

Based primarily upon reports prepared by the State Highway Departments from State and local records

UF-D-1, 1952  
November 1954

State	Urban streets 1/				State highways 1/				Current expenditures for local rural roads 1/	Total highway disbursements	Non-highway purposes	Total		
	Current direct expenditures			Transfers to State	Transfers to local rural units	Debt retirement	Total	Current direct expenditures					Transfers to State	Total
	Capital outlay, maintenance and miscellaneous	Interest	Total											
Alabama 2/	13,260	561	13,821	-	-	2,913	16,734	- 11	-	-	16,734	393	17,127	
Arizona	3,982	193	4,175	-	-	958	5,133	- 11	-	-	5,014	-	5,014	
Arkansas	3,528	-	3,528	-	-	-	3,528	- 5	-	-	3,528	-	3,528	
California	69,221	793	70,014	-	401	2,651	73,666	-	567	572	73,659	-	73,659	
Colorado 2/	8,350	112	8,462	-	61	284	8,807	776	32	808	9,615	-	9,615	
Connecticut	10,669	277	10,946	-	-	1,153	12,135	-	19	19	12,154	-	12,154	
Delaware	825	11	836	-	-	47	883	-	-	-	883	-	883	
Florida	22,353	3,278	25,631	-	-	4,267	29,898	-	-	-	29,898	-	29,898	
Georgia	10,713	191	10,909	-	-	541	11,450	-	-	-	11,450	-	11,450	
Iaaho	3,260	49	3,309	-	-	234	3,543	-	-	-	3,543	-	3,543	
Illinois	54,019	1,266	55,285	-	-	3,654	58,939	21	-	21	58,959	839	59,835	
Indiana 2/	15,729	66	15,795	-	-	330	16,125	-	-	-	16,125	265	16,390	
Iowa 2/	12,797	275	13,072	-	-	536	13,608	-	-	-	13,608	226	13,834	
Kansas	16,109	626	16,735	-	-	6,994	23,719	-	191	191	23,910	182	24,092	
Kentucky	12,111	375	12,486	-	-	346	12,832	-	608	608	13,440	261	13,701	
Louisiana	23,525	1,138	24,663	-	-	1,871	26,534	-	-	-	26,534	60	26,594	
Maine	5,113	10	5,123	-	-	94	5,217	453	438	891	6,108	-	6,108	
Maryland 2/	11,837	844	12,681	-	676	2,975	16,332	-	37	37	16,369	7	16,376	
Massachusetts	41,067	1,308	42,375	-	-	10,842	53,217	-	-	-	53,217	308	53,525	
Michigan 2/	50,425	1,260	51,685	-	-	3,000	54,685	2,453	-	2,453	57,138	-	57,138	
Minnesota	22,820	459	23,279	-	-	2,904	26,527	452	-	452	26,979	2,321	29,300	
Mississippi	6,899	485	7,384	-	-	2,841	10,225	-	30	30	10,255	-	10,255	
Missouri 2/	12,830	550	13,380	-	1	1,900	15,281	-	-	-	15,281	-	15,281	
Montana	2,628	125	2,753	-	12	508	3,273	-	-	-	3,273	68	3,341	
Nebraska	10,939	434	11,373	-	-	2,922	14,295	20	196	216	14,511	-	14,511	
Nevada	1,468	33	1,501	-	-	171	1,672	-	-	-	1,672	5	1,677	
New Hampshire	4,214	52	4,266	-	355	401	5,022	75	79	154	5,176	-	5,176	
New Jersey 2/	26,607	1,657	28,264	-	-	7,072	35,336	-	-	-	35,336	-	35,336	
New Mexico	6,420	130	6,550	-	-	702	7,253	-	-	-	7,253	-	7,253	
New York	104,247	13,922	118,169	-	-	225,163	343,392	-	-	-	343,392	-	343,392	
North Carolina	13,273	871	14,144	-	-	3,197	17,341	-	25	25	17,366	-	17,366	
North Dakota	3,572	201	3,773	-	52	642	4,467	-	200	200	4,667	14	4,681	
Ohio	47,823	1,999	49,822	-	-	10,939	61,267	-	2,860	2,860	64,127	1,215	65,342	
Oklahoma 2/	5,571	350	5,921	-	44	363	6,284	-	-	-	6,284	-	6,284	
Oregon 2/	6,890	170	7,060	-	-	750	7,810	-	25	25	7,879	11	7,879	
Pennsylvania 2/	45,436	3,704	49,140	-	-	7,828	56,968	-	-	-	56,968	-	56,979	
Rhode Island 2/	5,357	290	5,647	-	4,972	2,568	13,187	37	-	37	13,224	-	13,224	
South Carolina	3,756	156	3,912	-	-	465	4,377	-	-	-	4,377	4	4,377	
South Dakota	2,643	46	2,689	-	-	324	3,013	11	11	11	3,033	-	3,033	
Tennessee	12,599	1,079	13,678	-	-	1,506	15,184	790	-	790	15,974	133	16,107	
Texas	43,570	3,742	47,312	-	-	7,479	54,950	4,658	992	5,650	60,600	1,370	61,970	
Utah	2,352	17	2,369	-	37	99	2,564	-	-	-	2,564	13	2,577	
Vermont	2,089	24	2,113	-	11	100	2,224	-	-	-	2,224	-	2,224	
Virginia 2/	11,247	87	11,334	-	8	1,142	12,484	-	720	720	13,204	1,224	14,428	
Washington	11,350	227	11,577	-	2,013	644	14,298	-	-	-	14,298	72	14,370	
West Virginia	2,776	138	2,914	-	-	382	3,266	-	-	-	3,266	-	3,266	
Wisconsin	25,237	123	25,360	-	796	783	27,063	-	1,699	1,699	28,762	2,432	31,194	
Wyoming 2/	760	24	784	-	10	50	844	-	-	-	844	-	844	
Total	834,146	43,788	877,934	-	8,935	1,771	1,216,171	10,370	8,110	18,480	1,234,650	11,423	1,246,113	

1/ The classification of disbursements by system expenditures on urban streets may include some trans- for State highways and local rural roads.

is not exact. Therefore, the reported current direct fers for streets, and some expenditures and transfers 2/ Partially or entirely estimated.

1/ The classification of disbursements by system is not exact. Therefore, the reported current direct expenditures on urban streets may include some transfers for streets, and some expenditures and transfers for State highways and local rural roads. 2/ Partially or entirely estimated.



LOCAL ROAD FINANCE - 1952

CURRENT DIRECT EXPENDITURES BY URBAN PLACES FOR CAPITAL OUTLAY, MAINTENANCE, INTEREST AND MISCELLANEOUS PURPOSES

Based primarily upon reports prepared by the State Highway Departments from State and local records

UP-D-2, 1952  
November 1954

State	Urban streets 1/				State highways 1/				All roads and streets										
	Right of way 2/	Con- struction	Main- tenance	Inter- est	Miscellaneous		Total	Right of way 2/	Con- struction	Main- tenance	Total	Right of way	Con- struction	Main- tenance	Inter- est	Miscellaneous		Total	
					Traffic control	Admin- istration and other 3/										Traffic control	Admin- istration and other		
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	
Alabama 4/	-	6,817	5,224	561	-	1,219	13,821	-	-	-	-	-	-	6,817	5,224	561	-	1,219	13,821
Arizona	-	2,133	1,418	193	-	209	4,045	-	-	-	-	-	-	2,133	1,418	193	-	209	4,045
Arkansas	92	874	2,694	-	-	-	3,568	-	-	-	-	-	-	874	2,694	-	-	3,568	3,568
California	3,478	30,921	30,710	793	-	4,112	70,014	-	5	-	-	-	-	30,926	30,710	-	-	3,488	70,019
Colorado 4/	-	3,800	3,900	112	-	200	8,462	776	-	-	-	-	-	3,800	3,900	112	-	200	9,238
Connecticut	43	2,537	8,034	277	-	55	10,946	-	-	-	-	-	-	2,537	8,034	277	-	55	10,946
Delaware	8	352	442	11	-	23	836	-	-	-	-	-	-	352	442	11	-	23	836
Florida	997	6,533	7,701	3,278	-	1,366	25,631	-	-	-	-	-	-	6,533	7,701	3,278	-	1,366	25,631
Georgia	943	4,870	4,672	121	-	233	10,909	-	-	-	-	-	-	4,870	4,672	121	-	233	10,909
Idaho	758	2,592	2,492	49	-	200	5,763	-	-	-	-	-	-	2,592	2,492	49	-	200	5,763
Illinois 4/	3,719	20,719	18,730	1,266	-	2,631	35,285	-	-	-	-	-	-	20,719	18,730	1,266	-	2,631	35,345
Indiana 4/	2,271	13,301	13,301	66	-	157	27,959	-	-	-	-	-	-	13,301	13,301	66	-	157	27,959
Iowa 4/	101	5,768	5,916	275	-	1,022	13,072	-	-	-	-	-	-	5,768	5,916	275	-	1,022	13,072
Kansas	161	11,730	4,083	686	-	135	16,735	-	-	-	-	-	-	11,730	4,083	686	-	135	16,735
Kentucky	261	11,717	7,634	1,173	-	2	12,436	-	-	-	-	-	-	11,717	7,634	1,173	-	2	13,042
Louisiana	61	15,291	6,612	1,138	-	500	24,663	-	-	-	-	-	-	15,291	6,612	1,138	-	500	24,663
Maine	-	403	4,639	10	-	-	5,123	-	-	-	-	-	-	403	4,639	10	-	-	5,123
Maryland 4/	-	4,942	23,097	844	-	2,044	32,631	-	-	-	-	-	-	4,942	23,097	844	-	2,044	32,631
Massachusetts	-	15,666	23,097	1,308	-	2,304	42,375	-	-	-	-	-	-	15,666	23,097	1,308	-	2,304	42,375
Michigan 4/	-	30,923	17,714	1,260	-	1,788	51,695	-	-	-	-	-	-	30,923	17,714	1,260	-	1,788	54,138
Minnesota	556	8,099	14,165	459	-	-	23,279	-	-	-	-	-	-	8,099	14,165	459	-	-	23,731
Mississippi	41	3,253	3,526	485	-	4	7,384	-	-	-	-	-	-	3,253	3,526	485	-	4	7,384
Missouri 4/	-	6,800	5,700	550	-	530	13,380	-	-	-	-	-	-	6,800	5,700	550	-	530	13,380
Montana	-	956	1,732	125	-	40	2,753	-	-	-	-	-	-	956	1,732	125	-	40	2,753
Nebraska	25	7,333	3,287	434	-	294	11,373	-	20	-	-	-	-	7,333	3,287	434	-	294	11,393
Nevada	-	831	509	33	-	56	1,501	-	-	-	-	-	-	831	509	33	-	56	1,501
New Hampshire	-	381	3,232	52	-	301	4,266	-	-	-	-	-	-	381	3,232	52	-	301	4,266
New Jersey 4/	-	9,253	17,354	1,657	-	-	28,264	-	-	-	-	-	-	9,253	17,354	1,657	-	-	28,264
New Mexico	-	5,200	1,220	130	-	-	6,550	-	-	-	-	-	-	5,200	1,220	130	-	-	6,550
New York	682	31,508	63,063	13,982	-	8,944	113,229	-	-	-	-	-	-	31,508	63,063	13,982	-	8,944	118,229
North Carolina	367	4,668	5,234	871	-	700	14,144	-	-	-	-	-	-	4,668	5,234	871	-	700	14,144
North Dakota	-	2,419	1,078	201	-	75	3,773	-	-	-	-	-	-	2,419	1,078	201	-	75	3,773
Ohio	-	19,323	24,957	1,999	-	3,543	49,822	-	-	-	-	-	-	19,323	24,957	1,999	-	3,543	49,822
Oklahoma 4/	-	1,142	4,429	350	-	-	5,921	-	-	-	-	-	-	1,142	4,429	350	-	-	5,921
Oregon 4/	-	3,760	2,000	170	-	390	7,060	-	-	-	-	-	-	3,760	2,000	170	-	390	7,060
Pennsylvania 4/	477	15,728	27,959	3,704	-	1,726	49,140	-	-	-	-	-	-	15,728	27,959	3,704	-	1,726	49,140
Rhode Island 4/	-	1,672	3,659	290	-	-	5,647	-	-	-	-	-	-	1,672	3,659	290	-	-	5,647
South Carolina	105	900	2,000	156	-	230	3,912	-	-	-	-	-	-	900	2,000	156	-	230	3,912
South Dakota	-	266	1,430	46	-	232	2,694	-	-	-	-	-	-	266	1,430	46	-	232	2,694
Tennessee	219	6,380	5,240	1,079	-	568	13,678	790	-	-	-	-	-	6,380	5,240	1,079	-	568	14,468
Texas	888	20,472	14,019	3,742	-	719	47,312	4,478	180	-	-	-	-	20,472	14,019	3,742	-	719	51,970
Utah	-	1,145	1,034	17	-	30	2,369	-	-	-	-	-	-	1,145	1,034	17	-	30	2,369
Vermont	-	543	1,946	24	-	-	2,513	-	-	-	-	-	-	543	1,946	24	-	-	2,513
Virginia 4/	71	5,127	6,049	87	-	-	11,334	-	-	-	-	-	-	5,127	6,049	87	-	-	11,334
Washington	-	4,459	4,640	227	-	-	9,326	-	-	-	-	-	-	4,459	4,640	227	-	-	9,326
West Virginia	-	243	2,232	138	-	-	2,814	-	-	-	-	-	-	243	2,232	138	-	-	2,814
Wisconsin	-	12,125	9,815	123	-	3,297	25,360	-	-	-	-	-	-	12,125	9,815	123	-	3,297	25,360
Wyoming 4/	-	240	480	24	-	40	784	-	-	-	-	-	-	240	480	24	-	40	784
Total	13,356	346,616	406,313	43,768	28,081	39,760	877,934	6,663	2,626	1,081	10,370	-	-	346,616	406,313	43,768	28,081	39,760	888,343

1/ Classification of expenditures by system and purpose is not exact. Therefore, the reported current direct expenditures on urban streets may include some transfers for streets, and some expenditures and transfers for State highways.

2/ Identifiable expenditures for right-of-way. Some expenditures for right-of-way are probably included with direct expenditures for construction, maintenance, and other miscellaneous payments.

3/ Partially or entirely estimates for construction, maintenance, and other miscellaneous payments.

$\frac{1}{2}$  Classification of expenditures by system and purpose is not exact. Therefore, the reported current direct expenditures on urban streets include some transfers for streets, and some expenditures and transfers for State highways and local roads. Right-of-way are probably included with direct expenditures for construction, maintenance, and miscellaneous. Partially or entirely estimated.

## LOCAL ROAD FINANCE - 1952

## CHANGE IN STATUS OF THE HIGHWAY OBLIGATIONS OF URBAN PLACES

Based primarily upon reports prepared by the State Highway Departments from State and local records

UD-C-1, 1952  
N member 1/54

State	Total debt outstanding at beginning of year	Long term debt						Short term debt						Total debt outstanding at end of year
		Amount outstanding at beginning of year 1/	Issued		Redeemed		Amount outstanding at end of year	Amount outstanding at beginning of year 1/	Issued		Redeemed		Amount outstanding at end of year	
			Original	Refund- ing	From current sinking funds	By refund- ing			Original	Exten- sions	From current sinking funds	By exten- sions or funding		
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars
Alabama 2/	23,993	23,082	4,638	3	2,144	3	25,576	614	-	766	-	659	26,235	
Arizona	4,353	4,353	1,338	-	-	-	4,733	-	-	-	-	-	4,733	
Arkansas	373	373	291	-	-	-	654	-	15	-	-	15	663	
California	28,112	28,112	7,321	-	2,651	-	32,782	-	-	-	-	-	32,782	
Colorado 2/	4,411	4,411	1,942	-	284	-	6,069	-	-	-	-	-	6,069	
Connecticut	10,225	10,225	665	-	1,139	-	9,771	-	135	-	-	135	9,906	
Delaware	929	929	360	-	47	-	1,242	-	-	-	-	-	1,242	
Florida	99,561	99,561	1,676	395	3,872	395	97,365	-	-	-	-	-	97,365	
Georgia	8,485	8,485	6,156	-	541	-	14,100	-	-	-	-	-	14,100	
Idaho	1,567	1,567	525	-	234	-	1,893	-	-	-	-	-	1,893	
Illinois 4/	46,133	45,857	13,390	35	2,974	35	56,973	326	121	5	442	57,415		
Indiana 2/	(5/)	(5/)	(614)	-	(369)	-	(5/)	(5/)	(18)	(21)	(5/)	(5/)		
Iowa 2/	8,588	8,588	814	-	516	-	8,866	-	-	-	-	-	8,866	
Kansas	35,839	33,372	8,953	-	4,531	-	37,644	2,467	3,995	2,403	3,952	41,603		
Kentucky	5,430	5,424	11,855	-	321	-	16,293	72	-	25	11	16,399		
Louisiana	39,324	39,252	8,022	-	1,856	-	45,413	72	2	15	149	45,567		
Maine	563	543	8	-	80	-	471	20	42	14	43	519		
Maryland 2/	26,000	26,000	615	-	2,375	-	23,640	-	8	-	8	23,648		
Massachusetts	57,672	57,672	8,589	-	10,842	-	55,419	-	-	-	-	55,419		
Michigan 2/	40,811	40,811	1,941	-	3,000	-	39,752	-	-	-	-	39,752		
Minnesota	23,140	22,234	3,419	99	2,038	99	23,615	306	804	767	943	24,558		
Mississippi	20,190	18,575	2,780	235	2,040	235	19,275	1,615	995	526	2,084	21,359		
Missouri 2/	18,091	18,091	1,875	-	1,900	-	18,066	-	-	-	-	18,066		
Montana	3,282	3,282	640	-	6/ 522	-	3,400	-	-	-	-	3,400		
Nebraska	17,726	16,503	3,963	133	1,754	133	18,717	1,223	2,684	1,035	2,872	21,582		
Nevada	1,168	1,167	257	-	170	-	1,294	1	-	1	-	1,294		
New Hampshire	2,607	2,607	481	-	401	-	2,637	-	-	-	-	2,637		
New Jersey 2/	52,395	49,117	2,519	-	5,194	-	46,452	3,273	2,108	1,388	3,493	49,590		
New Mexico	3,422	3,422	3,799	-	702	-	6,519	-	-	-	-	6,519		
New York	748,314	748,314	13,931	201,705	16,593	201,705	745,692	(5/)	(7,334)	(6,865)	(5/)	745,692		
North Carolina	32,710	31,385	2,018	41	1,867	41	31,416	1,325	412	1,210	527	31,443		
North Dakota	5,783	5,777	2,371	-	599	-	7,549	2	-	2	-	7,553		
Ohio	74,801	70,448	22,496	-	7,745	-	85,159	4,353	3,961	3,194	5,120	90,309		
Oklahoma 2/	11,497	11,497	42	-	363	-	11,176	-	-	-	-	11,176		
Oregon 2/	4,660	4,660	375	-	750	-	4,285	-	15	-	15	4,285		
Pennsylvania 2/	105,669	105,669	21,035	-	7,883	-	118,876	-	-	-	-	118,891		
Rhode Island 2/	13,598	12,042	1,841	89	1,313	89	12,530	1,596	-	1,166	430	12,460		
South Carolina	4,195	4,195	20	-	465	-	3,750	-	-	-	-	3,750		
South Dakota	2,206	2,206	311	-	324	-	2,193	-	-	-	-	2,193		
Tennessee	33,121	33,091	6,864	5	1,485	5	38,470	30	25	16	39	39,509		
Texas	127,853	127,782	20,843	421	7,016	421	141,609	71	9	33	113	141,722		
Utah	470	469	82	-	98	-	453	1	-	1	-	453		
Vermont	1,335	1,335	50	-	100	-	1,285	-	-	-	-	1,285		
Virginia 2/	15,311	15,311	3,607	-	1,142	-	17,776	-	-	-	-	17,776		
Washington	6,451	6,377	160	-	608	-	5,929	74	26	36	64	5,993		
West Virginia	4,432	4,432	193	-	352	-	4,273	-	-	-	-	4,273		
Wisconsin	8,850	8,850	5,697	-	783	-	13,764	-	-	-	-	13,764		
Wyoming 2/	585	585	-	-	50	-	535	-	-	-	-	535		
Total	1,786,311	1,768,070	201,253	203,161	103,337	203,161	1,865,986	15,241	16,027	13,103	9	1,887,151		

1/ Differences between amounts reported outstanding at the end of 1951 and the beginning of 1952 are due to necessary adjustments. Data for short term debt in complete.

2/ Partially or entirely estimated.

3/ Information incomplete.

4/ Does not include "Public Benefit" debt and special assessment paper.

5/ Data not available. Therefore, borrowings and retirements shown in parentheses are not included in column totals.

6/ Includes \$14,000 cancelled bonds.

1/ Differences between amounts reported outstanding at the end of 1951 and the beginning of 1952 are due to necessary adjustments. Data for short term debt incomplete.

2/ Partially or entirely estimated.

3/ Information incomplete.

4/ Does not include "Public Benefit" debt and special assessment paper.

5/ Data not available. Therefore, borrowings and retirements shown in parentheses are not included in column totals.  
6/ Includes \$14,000 cancelled bonds.



# RECEIPTS OF URBAN PLACES FOR ALLIED STREET FUNCTIONS

Based primarily upon reports prepared by the State Highway Departments from State and local records

UP-R-A, 1952  
November 1954

State	Property taxes			Transfers from other urban funds	Parking facility revenue			Other	Borrowings	Total	Number of parking facilities reported	
	General	Special assessments	Total		Meters	Lots	Total				Number of meters	Number of lots
Alabama	-	-	-	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	16,234	-
Arizona	-	-	-	1,034	1,180	-	1,180	-	-	2,214	6,128	-
Arkansas	-	-	-	58	408	-	408	-	-	1,466	12,358	-
California	-	-	-	378	715	-	715	-	-	1,093	95,964	90
Connecticut	-	91	91	7,894	6,539	33	6,539	343	1,606	16,382	(4/)	(4/)
Delaware	46	-	46	2,098	854	-	854	16	351	3,410	2,092	-
Florida	-	-	-	277	129	-	129	-	8	460	35,792	34
Georgia	-	-	-	3,672	1,794	-	1,794	5	2,760	8,231	26,828	2
Iowa	260	9	269	2,308	1,436	20	1,456	-	-	3,764	(4/)	(4/)
Illinois	2,929	-	2,929	188	295	-	295	51	1	804	8,003	-
Indiana	-	-	-	1,343	5,208	829	6,037	4,180	20,631	35,120	94,293	73
Iowa	-	-	-	2,420	2,533	-	2,533	-	-	4,953	38,530	3
Kansas	216	83	299	-	1,631	-	1,631	320	-	1,951	67	-
Kentucky	-	-	-	857	1,057	-	1,057	8	567	2,788	(4/)	(4/)
Louisiana	390	14	394	-	1,368	-	1,368	-	-	1,368	2/ 1,500	2
Maine	-	-	-	2,281	870	25	895	155	86	3,786	15,065	-
Massachusetts	-	-	-	1/ 68	68	-	68	-	-	68	(4/)	(4/)
Minnesota	3,335	1,858	5,193	14,867	2,460	418	2,878	44	984	18,773	(4/)	(4/)
Mississippi	-	-	-	515	1,487	-	1,487	169	2,763	10,130	19,433	3
Montana	214	423	637	610	748	-	748	-	-	1,358	(4/)	(4/)
Nebraska	1,277	24	1,301	97	424	16	440	-	207	1,381	7,718	8
Nevada	22	52	74	53	950	9	959	103	418	2,839	15,224	2
New Jersey	-	-	-	61	155	-	155	27	40	357	(4/)	(4/)
New Mexico	-	-	-	-	786	-	786	-	-	786	(4/)	(4/)
New York	2,012	602	2,614	183	399	-	399	-	775	1,357	7,362	-
North Carolina	-	-	-	14,678	3,806	69	3,875	864	7,959	29,990	(4/)	(4/)
North Dakota	20	412	432	3,963	1,535	-	1,535	-	-	5,518	19,081	18
Ohio	753	2,659	3,412	449	432	16	458	1	547	1,560	2,537	15
Oklahoma	-	-	-	6,509	4,506	-	4,506	2,282	2,044	18,753	48,644	6
Pennsylvania 3/	5,493	-	5,493	2/ 1,088	2/ 1,088	-	2,174	-	-	1,088	(4/)	(4/)
South Carolina	-	-	-	2,603	5,514	413	5,927	-	-	14,023	(4/)	(4/)
South Dakota	-	-	-	1,629	803	8	811	-	-	2,432	12,947	24
Tennessee	-	-	-	762	403	-	403	-	-	1,165	5,677	7
Texas	1,158	487	1,645	367	1/ 1,174	-	1,174	663	-	2,204	(4/)	(4/)
Utah	165	-	165	6,162	4,681	-	4,681	322	6,050	18,860	77,512	14
Vermont	-	-	-	91	391	-	391	2	-	649	6,138	-
Virginia	-	-	-	529	250	-	250	-	15	794	3,815	3
West Virginia	263	10	273	1,837	1,015	43	1,058	207	1,382	4,484	(4/)	(4/)
Wisconsin	15	-	15	3,121	1,454	14	1,468	57	-	4,919	21,315	4
Wisconsin	7,944	965	8,909	857	899	280	1,179	40	22	1,213	16,543	14
Total, 40 States	26,502	7,689	34,191	84,779	63,092	2,193	65,285	10,058	50,632	244,945	4/ 616,800	352

1/ Net revenue reported transferred to street funds.

2/ Net revenue transferred to city general funds.

3/ Data incomplete.

4/ Number of meters and lots not reported in all States reporting revenue.

5/ Louisville meters only.

## LOCAL ROAD FINANCE - 1952

## DISBURSEMENTS BY URBAN PLACES FOR ALLIED STREET FUNCTIONS

Based primarily upon reports prepared by the State Highway Departments from State and local records

UP-D-4, 1952  
November 1954

State	Capital outlay				Maintenance and operation					Debt service			Other	Parking facility revenue transferred to street funds	Total
	Parking facilities	Street lighting	Street cleaning	Side-walks	Storm sewers	Total	Parking facilities	Street lighting	Street cleaning	Side-walks	Storm sewers	Total	Interest	Principal	Total
	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars	Thousand dollars
Alabama	-	-	-	-	-	-	1/ 164	1/ 775	-	1/ 259	-	1,133	-	-	2,114
Arizona	175	-	-	-	-	175	11	2/ 58	-	-	-	58	-	-	466
Arkansas	3,384	317	-	-	-	4,343	453	5,377	-	-	(4/ 2	7,236	20	-	15,660
California	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Connecticut	1,037	-	-	170	1,44	1,401	75	1,424	-	65	22	1,746	38	161	3,864
Delaware	10	-	-	-	-	10	7	1,206	117	-	-	130	-	-	463
Florida	269	-	-	2,766	1,117	4,352	71	1/ 2,113	-	103	513	6,207	-	-	8,431
Georgia	211	-	-	-	31	283	42	3,267	1,069	-	-	2,153	-	5/ 1,114	3,764
Idaho	16	-	-	-	-	16	54	462	-	-	17	566	1	3	601
Illinois	2,434	1,344	-	-	7,446	11,224	456	2/ 4,337	1,050	6/ 122	5/ 1,337	2,134	101	523	25,239
Indiana	-	-	-	-	-	-	463	-	-	-	-	403	-	-	3,572
Iowa	293	-	-	-	-	293	-	-	-	-	-	-	-	2/ 643	1,414
Kansas	443	7	-	11	96	667	293	739	-	1	-	1,093	16	174	2,291
Kentucky	143	13	-	10	-	176	74	745	1,097	113	1/ 1,722	3,761	122	133	1,363
Louisiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,900
Maine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64
Massachusetts	1,427	6,794	-	422	1,329	3,991	805	6,773	4,114	357	711	13,353	100	334	13,773
Michigan	533	293	-	1,033	1,522	5,441	364	2,165	1,303	67	12/ 436	3,435	31	23	10,117
Minnesota	-	-	-	1,139	11/ 506	1,139	1/ 201	1/ 610	-	-	-	911	-	-	1,534
Mississippi	-	91	-	183	-	358	128	403	-	5	7	551	31	136	1,516
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nebraska	189	32	-	17	251	449	126	1,183	-	-	4	1,313	1	1	2,440
Nevada	-	1	-	-	34	47	16	61	-	-	-	77	12	34	397
New Jersey	-	-	-	-	-	-	-	-	-	-	-	-	-	-	746
New Mexico	47	-	-	-	-	67	101	133	-	-	-	244	-	-	594
New York	2,146	6,794	-	422	1,329	3,991	805	6,773	4,114	357	711	13,353	100	334	13,773
North Carolina	469	-	-	-	-	469	-	-	-	-	-	-	-	-	10,117
North Dakota	52	264	-	241	256	644	11	1,394	1,303	-	1/ 1,431	3,473	32	240	1,534
Ohio	644	264	1-5	517	641	2,451	1,113	6,317	4,176	451	56	12,610	137	693	15,415
Oklahoma	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pennsylvania 14/	471	-	-	-	942	1,413	303	1/ 5,943	1/ 1,606	-	-	7,457	-	-	1,093
South Carolina	119	-	-	-	214	333	82	1/ 1,617	1/ 691	1/ 35	22	1,497	-	-	12,299
South Dakota	40	14	-	40	83	177	69	576	-	-	-	673	-	-	2,436
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Texas	385	74	103	48	5,126	5,736	534	2,501	2,220	2	1/ 413	1,036	-	-	1,001
Utah	2	-	-	-	-	-	-	1/ 2,501	2,220	-	-	5,606	-	-	2,436
Vermont	18	-	-	-	-	18	27	1/ 231	-	1/ 89	1/ 224	296	-	-	644
Virginia	179	7	-	397	946	1,529	65	1,045	-	36	146	1,352	83	-	3,695
Washington	50	592	-	-	-	642	434	1,617	1,095	1/ 172	1/ 213	3,536	22	197	5,514
West Virginia	95	34	-	58	25	212	192	629	-	64	61	946	891	-	2,104
Wisconsin	-	4,405	-	825	-	5,230	1,567	-	2,901	-	2,099	6,567	13	105	12,554
Total, 40 States	14,766	14,464	293	9,179	25,073	63,276	2,444	61,503	27,373	2,752	10,436	112,603	1,611	6,753	223,731

1/ Capital outlay and maintenance not segregated.

2/ Includes an unknown amount of street cleaning.

3/ Parking meter revenue transferred to general fund.

4/ Includes with expenditures for streets.

5/ Includes parking meter revenue transferred to general fund.

6/ Parking facility revenue used for streets.

7/ May include some capital outlay.

8/ Includes \$392,000 expended on streets which has been included in tables UP-D-1 and 2.

9/ Reported total allied functions.

10/ Not specified.

11/ Includes \$1,496,000 for curbs and gutters.

12/ Includes \$39,000 for curbs and gutters.

13/ Includes \$10,000 interest and \$10,000 principal payments on debt for curbs and gutters.

14/ Data incomplete.



## MILEAGE OF PUBLIC ROADS AND STREETS

During 1953 the State highway departments built nearly 53,000 miles of roads and streets, compared to 51,000 miles built in 1951 and 58,000 miles in 1952.

Of the nearly 53,000 miles built by or under the supervision of the State highway departments, nearly 42,000 miles were built on the State highway systems. This represents some form of reconstruction on 6.6 miles of road for every 100 miles of existing State system mileage. The remaining 11,000 miles were built on local roads, on roads in State and Federal parks and forests, and on toll and other roads.

Only a small proportion of the highways built are on new location. It is the quality of roads—their widths, surfaces, alinement, safety elements, and other features that change, not their length. The bulk of the construction consists of realinement, replacing or improving surfaces, and widening. An increasing percentage of total construction consists of high type pavements.

A comparison, expressed in percentages, of the types of roads built in 1940, 1950, and 1953 is given below:

	1940	1950	1953
Graded and drained . . . . .	6.8	6.1	4.2
Soil-surfaced and gravel . . .	21.9	31.6	29.0
Low-type bituminous . . . . .	55.0	36.6	30.6
High-type bituminous . . . . .	10.2	23.2	33.5
Portland cement concrete . .	5.0	2.5	2.7
Miscellaneous pavements . .	1.1	-	-
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

### STATE-ADMINISTERED HIGHWAYS

The roads and streets for which the States are responsible increased 2,852 miles during 1953. This is the smallest addition to the State systems since 1944, when only 1,533 miles were added to the systems. These increases are due largely to transfers of local mileage into the State systems.

The tables of the SM (State mileage) series provide

data on classifications by systems, surface types, and widths. The data formerly given in tables SM-1A, 3, and 4 (now discontinued) are included in summary form in table SM-2.

### MILEAGE OF ALL ROADS AND STREETS

The latest available data for mileage of all roads and streets, classified by government unit which administers them, and by type of surface, are given in tables M-1, M-2, and M-3.

The total mileages of surfaced and unsurfaced rural roads in the United States, expressed in percentages, are given below for the years 1930, 1940, and 1953:

	1930	1940	1953
Unsurfaced . . . . .	76.9	55.2	38.4
Surfaced . . . . .	<u>23.1</u>	<u>44.8</u>	<u>61.6</u>
	100.0	100.0	100.0

A similar comparison of surfaced and unsurfaced mileages of the State primary rural systems appears below:

	1930	1940	1953
Unsurfaced . . . . .	29.9	8.2	2.1
Surfaced . . . . .	<u>70.1</u>	<u>91.8</u>	<u>97.9</u>
	100.0	100.0	100.0

The total State primary rural system mileages represented above are as follows: 1930, 324,000 miles; 1940, 329,000 miles; and 1953, 377,000 miles.

Table OSM contains information concerning roads in Federal and State parks and forests, reservations, and institutions, and toll and other roads which do not form parts of the designated State or local systems. Included with the highways under State control are 722 miles of toll roads.

Rural roads under local control, which constitute 77.1 percent of all rural mileage, are reported by surface types in table LM-O.

## MILEAGE BUILT DURING 1953 BY STATE HIGHWAY DEPARTMENTS - SUMMARY

Compiled for Calendar Year  
from Reports of State AuthoritiesTABLE SMP-1, 1953  
ISSUED NOVEMBER, 1954

STATE	MILEAGE GRADED AND DRAINED										MILEAGE SURFACE <sup>1/</sup>				
	STATE-ADMINISTERED HIGHWAYS										STATE-ADMINISTERED HIGHWAYS				
	ROADS: PAVED										RURAL ROADS				
	TOTAL										TOTAL				
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROAD, UNIM. CONTROL	MUNICIPAL EXTENSIONS OF STATE SYSTEM	TOTAL	OTHER MILEAGE GRADED AND DRAINED 1/	TOTAL MILEAGE GRADED AND DRAINED TRAILER	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROAD, UNIM. CONTROL	STATE SECONDARY SYSTEM	COUNTY ROAD, UNIM. CONTROL	MUNICIPAL EXTENSIONS OF STATE SYSTEM	TOTAL	OTHER MILEAGE SURFACE 1/
Alabama	6	-	-	-	6	-	-	3,75	-	1,13	-	-	47	597	1,346
Arizona	-	-	-	-	-	24	27	166	-	-	-	-	5	173	173
Arkansas	-	-	-	-	-	18	26	1,04	-	-	-	-	24	578	743
California	8	-	-	-	8	-	26	420	-	-	-	-	50	470	796
Columbia	-	-	-	-	-	-	-	160	-	-	-	-	-	-	-
Connecticut	-	-	-	-	-	-	-	51	-	-	-	-	13	573	573
Delaware	-	-	-	-	-	-	-	37	-	35	-	-	7	99	70
Florida	1	18	-	-	19	-	20	263	2,48	-	-	-	52	618	622
Georgia	104	-	-	-	104	2,1	317	1,167	-	-	-	-	125	1,167	1,993
Iaho	38	-	-	-	38	6	44	150	-	-	-	-	4	194	100
Illinois	-	-	-	-	-	-	-	453	-	-	-	-	68	521	1,607
Indiana	-	-	-	-	-	-	-	747	-	-	-	-	61	868	868
Iowa	-	-	-	-	-	519	2,8	752	-	-	-	-	55	806	2,116
Kansas	123	-	-	-	123	125	229	152	-	-	-	-	56	590	539
Kentucky	-	-	-	-	-	-	-	2,376	-	-	-	-	83	2,459	2,459
Louisiana	-	-	-	-	-	-	-	247	5,43	-	-	-	36	746	746
Maine	-	-	-	-	-	-	-	137	3,20	-	-	-	14	362	362
Maryland	-	-	-	-	-	-	-	184	-	-	-	-	8	192	192
Massachusetts	-	-	-	-	-	-	-	116	-	-	-	-	26	153	153
Michigan	-	-	-	-	-	17	17	563	-	-	-	-	86	654	962
Minnesota	-	-	-	-	-	29	23	998	-	-	-	-	17	1,135	2,201
Mississippi	-	-	-	-	-	-	-	322	-	-	-	-	16	338	338
Missouri	-	-	-	-	-	6	71	361	619	-	-	-	37	1,237	1,237
Montana	24	41	-	-	65	-	-	468	233	-	-	-	8	647	668
Nebraska	-	-	-	-	-	-	-	104	-	-	-	-	15	321	461
Nevada	-	-	-	-	-	-	-	53	63	29	-	-	3	179	179
New Hampshire	-	-	-	-	-	-	-	67	28	-	-	-	21	88	140
New Jersey	-	-	-	-	-	-	-	-	-	-	-	-	20	20	100
New Mexico	-	-	-	-	-	-	-	351	-	-	-	-	24	375	375
New York	-	-	-	-	-	-	-	301	-	-	-	-	7	308	410
North Carolina	-	-	-	-	-	-	386	599	-	-	-	-	128	6,084	6,084
North Dakota	2	-	-	-	2	110	136	957	-	-	-	-	28	985	1,685
Ohio	-	-	-	-	-	-	-	1,355	-	-	-	-	93	1,448	1,799
Oklahoma	329	-	-	-	329	8	339	548	-	-	-	-	14	1,179	1,179
Oregon	-	-	-	-	-	-	-	359	61	-	-	-	17	463	617
Pennsylvania	-	-	-	-	-	-	-	622	1,92	-	-	-	147	2,871	2,871
Rhode Island	-	-	-	-	-	-	-	15	-	-	-	-	7	22	34
South Carolina	-	-	-	-	-	-	-	248	819	-	-	-	129	1,156	1,204
South Dakota	-	-	-	-	-	-	-	729	-	-	-	-	13	742	1,092
Tennessee	-	-	-	-	-	7	7	1,311	-	-	-	-	25	1,166	2,042
Texas	37	-	-	-	37	-	37	2,101	-	-	-	-	133	2,234	2,234
Utah	41	-	-	-	41	-	41	377	-	-	-	-	48	435	435
Vermont	-	-	-	-	-	-	-	53	-	-	-	-	11	64	86
Virginia	-	-	-	-	-	-	14	112	-	-	-	-	23	3,384	3,384
Washington	-	-	-	-	-	-	-	169	85	-	-	-	17	271	392
West Virginia	-	-	-	-	-	-	-	887	-	-	-	-	27	912	912
Wisconsin	-	-	-	-	-	-	-	348	-	-	-	-	75	823	1,219
Wyoming	44	-	-	-	44	26	71	171	-	-	-	-	4	175	345
Total	7,62	59	4,63	10	1,264	977	2,241	24,246	5,020	9,141	38,457	2,023	10,165	50,645	50,645

1/ Mileage built by State highway departments on county or other local rural roads not under State control, on forest, park, institutional roads, etc., and on local city streets not connecting State highway systems. Includes mileage built by State and quasi-State toll authorities.

2/ Includes 201 miles built on the farm-to-market system.  
3/ Mileage built on the State-aid system.



**MILEAGE BUILT DURING 1953 BY STATE HIGHWAY DEPARTMENTS - SUMMARY**

CLASSIFIED BY TYPE OF SURFACE

TABLE SM-1A, 1953  
ISSUED NOVEMBER 1954

Compiled for Calendar Year  
from Reports of State Authorities

STATE	TOTAL CONSTRUC- TION	ROADS AND STREETS ON STATE SYSTEMS										OTHER ROADS AND STREETS 3/									
		MILEAGE SURFACED										MILEAGE SURFACED									
		TOTAL	MILEAGE GRADED AND DRAINED	D, E	F	G-1	G-2	H-1	H-2	I	J	TOTAL	MILEAGE GRADED AND DRAINED	D, E	F	G-1	G-2	H-1	H-2	I	J
				SURFACED, SLAG, GRAVEL, OR STONE	BITU- MINOUS SURFACE- TREATED	MIXED BITU- MINOUS (NONRIGID BASE)	BITU- MINOUS PENET- RATION (RIGID BASE)	BITU- MINOUS PENET- RATION (NONRIGID BASE)	BITU- MINOUS PENET- RATION (RIGID BASE)	BITU- MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CONCRETE			SURFACED, SLAG, GRAVEL, OR STONE	BITU- MINOUS SURFACE- TREATED	MIXED BITU- MINOUS (NONRIGID BASE)	MIXED BITU- MINOUS (RIGID BASE)	BITU- MINOUS PENET- RATION (RIGID BASE)	BITU- MINOUS PENET- RATION (NONRIGID BASE)	BITU- MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CONCRETE
Alabama	1,346	597	6	597	214	2	262	-	9	54	58	749	21	749	719	-	30	-	-	-	-
Arizona	1,383	179	-	179	10	2	100	-	-	-	26	204	-	183	12	21	69	-	-	-	-
Arkansas	743	578	8	578	75	11	313	-	4	133	71	344	18	326	58	36	162	8	38	1	-
California	822	478	-	478	48	-	-	-	-	7	-	-	-	365	54	-	-	-	-	-	-
Colorado	582	582	9	573	142	-	429	-	2	-	2	-	-	-	-	-	-	-	-	-	-
Connecticut	70	70	-	70	-	-	-	-	-	15	2	-	-	-	-	-	-	-	-	-	-
Delaware	59	59	20	39	3	1	-	-	-	36	4/12	4	-	-	-	-	-	-	-	-	-
Florida	642	639	-	618	-	137	103	-	-	105	-	-	-	-	-	-	-	-	-	-	-
Georgia	2,310	1,398	106	1,292	79	-	115	-	278	468	1	912	211	701	182	496	-	-	-	-	-
Idaho	298	192	38	154	3	-	62	-	-	-	-	188	6	182	21	-	44	-	5	15	3
Illinois	1,009	521	-	521	-	-	51	-	-	427	94	1,488	-	161	161	-	-	-	-	32	5
Indiana	808	808	-	808	20	-	50	-	-	738	-	-	-	-	-	-	-	-	-	-	-
Iowa	2,214	806	-	806	86	43	-	-	-	305	85	1,888	518	1,310	1,245	-	-	-	-	10	13
Kansas	1,644	741	125	616	238	53	62	-	-	120	61	923	-	891	21	1	7	-	-	3	-
Kentucky	2,459	2,459	-	2,459	784	736	51	-	16	767	5	-	-	-	-	-	-	-	-	-	-
Louisiana	746	746	-	746	16	-	-	-	452	228	52	-	-	-	-	-	-	-	-	-	-
Maine	368	362	-	362	58	-	45	-	35	88	-	6	-	-	-	-	-	-	-	6	-
Maryland	192	192	-	192	-	10	-	-	1	154	27	26	-	-	-	-	-	-	-	24	-
Massachusetts	153	127	-	127	-	75	-	-	1	125	103	325	17	26	1	144	-	-	-	16	-
Michigan	919	694	-	694	36	-	-	-	-	315	-	-	-	-	-	-	-	-	-	-	-
Minnesota	2,230	1,135	-	1,135	195	159	659	-	-	8	103	1,095	29	1,066	639	71	355	-	-	-	1
Mississippi	338	338	-	338	235	62	-	-	-	5	10	-	-	-	-	-	-	-	-	-	-
Missouri	1,237	1,237	65	1,172	605	183	-	-	4	113	90	23	6	17	17	-	-	-	-	-	-
Montana	737	714	-	714	133	52	430	-	-	1	-	-	-	-	-	-	-	-	-	-	-
Nebraska	461	321	-	321	76	94	22	-	-	106	12	140	-	140	90	-	-	-	-	5	2
Nevada	199	199	-	199	22	-	25	-	-	29	-	4	-	4	-	-	-	-	-	-	-
New Hampshire	82	82	-	82	-	-	-	-	7	63	18	20	-	20	10	-	-	-	-	8	2
New Jersey	108	88	-	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Mexico	375	375	-	375	29	30	151	-	-	100	38	102	-	-	-	-	-	-	-	-	-
New York	410	308	-	308	6	-	5	-	6	233	49	-	-	-	-	-	-	-	-	-	-
North Carolina	6,470	6,470	26	6,084	1,963	21	434	-	-	1,089	6	810	110	700	700	-	-	-	-	-	-
North Dakota	1,821	1,011	-	985	524	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	1,799	1,448	331	1,117	237	217	281	-	7	631	14/72	351	-	351	43	59	84	122	3	37	3
Oklahoma	1,080	693	-	693	368	6	3	-	-	70	36	187	8	179	51	40	-	-	-	68	-
Oregon	617	423	-	423	27	-	-	-	114	212	115	194	-	194	97	8	-	-	72	17	-
Pennsylvania	2,871	2,871	-	2,871	1,225	-	-	-	465	635	-	-	-	-	-	-	-	-	-	-	-
Rhode Island	34	22	-	22	-	-	-	-	-	15	7	12	-	12	-	-	-	-	-	12	-
South Carolina	1,205	1,197	1	1,196	-	-	-	-	-	180	-	8	-	8	-	-	-	-	-	-	-
South Dakota	1,042	742	-	742	195	7	250	-	-	6	6	350	-	350	281	11	20	37	-	-	-
Tennessee	2,049	1,406	-	1,406	75	259	262	-	26	314	-	943	7	936	279	538	10	83	-	26	1
Texas	2,273	2,273	39	2,234	16	10	66	-	13	904	86	-	-	-	-	-	-	-	-	-	-
Utah	479	466	11	455	77	17	327	-	-	4	-	13	-	13	-	-	-	-	-	-	-
Vermont	66	64	-	64	23	-	11	-	-	3	12	22	-	22	-	-	-	-	-	-	-
Virginia	3,398	3,398	14	3,384	1,963	-	-	-	119	41	12	-	-	-	-	-	-	-	-	-	-
Washington	392	271	-	271	117	-	13	-	24	110	7	121	-	121	75	38	-	-	-	3	4
West Virginia	302	271	4	267	238	5	327	-	50	110	4/2	296	-	296	12	-	1	-	-	-	-
Wisconsin	1,219	923	-	923	33	20	279	-	-	217	65	371	-	371	235	78	160	-	-	17	4
Wyoming	591	220	45	175	11	-	111	-	-	-	-	26	-	345	235	-	8	-	-	-	-
Total	52,886	41,744	1,264	40,480	9,969	2,789	5,466	302	1,534	9,445	1,362	11,142	977	10,165	5,351	2,335	1,153	737	11	353	84

1/ Includes mileage widened.

2/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

3/ Includes construction of roads and streets (not a part of the designated State system) as follows: county and other local rural roads, 10,398 miles; local city streets, 272 miles; roads in Federal park and forest, 282 miles; State park, forest, etc., 71 miles; Water Turbines, 1 mile; Waterways, 5 miles; and Oklahoma Turnpike, 88 miles.

4/ Includes 3 miles of block construction in Florida, 3 miles of brick in Ohio, and 2 miles of brick in West Virginia.

# MILEAGE BUILT DURING 1953 ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS $\frac{1}{2}$ CLASSIFIED BY TYPE OF SURFACE $\frac{2}{2}$

TABLE SM-2, 1953  
ISSUED NOVEMBER 1954

Compiled for Calendar Year  
from Reports of State Authorities

MILEAGE SURFACED															
STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	SUBTOTALS			TYPE OF SURFACE BUILT								I BITU- MINOUS CONCRETE AND SHEET ASPHALT	J PORTLAND CEMENT CONCRETE
			TOTAL	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUCTION OR RESUR- FACING	D SOIL- SURFACED	E SLAB, GRAVEL, OR STONE	F BITU- MINOUS SURFACE- TREATED	G-1 MIXED BITU- MINOUS (NONRIGID BASE)	G-2 MIXED BITU- MINOUS (RIGID BASE)	H-1 BITU- MINOUS PENETRA- TION (NONRIGID BASE)	H-2 BITU- MINOUS PENETRA- TION (RIGID BASE)			
Alabama	395	-	395	17	378	-	-	59	-	227	-	8	45	56	
Arizona	174	6	168	36	132	-	21	50	2	95	-	-	118	26	
Arkansas	554	-	554	65	489	14	70	71	-	268	-	4	2	64	
California	428	8	420	71	349	-	5	48	11	272	-	-	-	-	
Colorado	569	9	560	59	501	-	141	2	-	417	-	-	-	-	
Connecticut	51	-	51	1	50	-	-	3	-	-	-	39	7	21	
Delaware	37	1	37	14	23	-	-	-	-	-	-	-	87	7	
Florida	269	1	268	124	144	-	-	68	64	42	-	-	-	-	
Georgia	1,271	104	1,167	265	902	74	3	443	-	111	-	260	397	-	
Idaho	188	38	150	14	136	-	3	34	-	-	-	-	364	89	
Illinois	453	-	453	31	422	-	-	-	-	48	-	-	679	-	
Indiana	747	-	747	-	747	-	20	-	-	-	-	-	-	-	
Iowa	750	-	750	39	711	-	210	73	42	-	65	-	287	73	
Kansas	713	123	590	109	481	-	67	247	52	60	80	16	716	56	
Kentucky	2,376	-	2,376	10	2,366	-	775	17	727	42	-	7	204	3	
Louisiana	247	-	247	21	226	-	-	-	-	-	-	-	-	36	
Maine	139	-	139	1	138	-	-	12	-	22	-	33	72	27	
Maryland	184	-	184	49	135	-	-	-	10	-	1	-	146	27	
Massachusetts	116	-	116	34	82	-	34	-	-	-	1	1	114	-	
Michigan	568	-	568	52	516	-	-	123	71	-	-	-	252	88	
Minnesota	998	-	998	70	928	-	177	9	142	593	-	-	-	77	
Mississippi	322	-	322	-	322	-	-	250	61	3	-	-	3	5	
Missouri	381	-	381	17	364	-	4	29	156	-	-	-	108	84	
Montana	432	24	408	58	350	-	29	31	41	307	-	-	-	-	
Nebraska	305	-	305	96	209	-	74	11	90	22	-	-	99	9	
Nevada	104	-	104	-	104	-	-	-	104	-	-	-	23	-	
New Hampshire	53	-	53	9	44	-	-	9	-	21	-	6	50	11	
New Jersey	67	-	67	2	65	-	-	-	-	-	-	-	-	-	
New Mexico	351	-	351	139	212	-	29	63	30	148	-	-	81	31	
New York	301	-	301	40	261	-	-	6	-	5	-	6	253	47	
North Carolina	589	-	589	85	504	-	2	173	-	-	-	-	367	6	
North Dakota	583	26	557	40	517	-	511	-	21	419	-	-	-	-	
Ohio	1,355	-	1,355	30	1,325	-	3	234	211	276	-	7	567	3/ 57	
Oklahoma	677	329	348	344	204	-	17	366	8	3	-	84	61	33	
Oregon	329	-	329	77	252	-	-	66	-	-	-	131	179	-	
Pennsylvania	822	-	822	96	726	-	62	78	-	-	-	-	465	86	
Rhode Island	15	-	15	-	15	-	-	-	-	-	-	-	8	7	
South Carolina	248	-	248	37	211	-	-	93	-	-	-	-	155	-	
South Dakota	729	-	729	118	611	-	192	-	7	245	-	-	-	3	
Tennessee	1,081	-	1,081	-	1,081	-	73	169	256	260	26	-	297	-	
Texas	2,140	39	2,101	256	1,845	16	-	1,102	10	65	-	10	823	75	
Utah	418	41	377	72	305	-	77	-	14	285	-	-	1	-	
Vermont	53	-	53	1	52	-	-	23	-	11	-	-	19	-	
Virginia	112	-	112	2	110	-	-	13	-	-	52	-	36	11	
Washington	169	-	169	1	168	-	-	69	-	4	-	11	79	6	
West Virginia	562	-	562	13	549	-	16	16	-	286	-	38	204	2	
Wisconsin	848	-	848	81	767	-	-	-	349	265	-	-	186	48	
Wyoming	215	44	171	40	131	-	33	11	20	107	-	-	-	-	
Total	25,088	792	24,296	2,756	21,540	104	2,708	4,353	2,501	4,929	227	662	7,668	1,144	

1/ Includes mileage widened.

2/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

3/ Includes 3 miles of brick construction in Ohio and 2 miles in West Virginia.  
4/ See Table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type.

$\frac{1}{1}$  Includes mileage widened.

$\frac{2}{2}$  Segregation according to base course (nonrigid and rigid) for G and H surface types is not uni-  
form for all States. Where no segregation was reported for them, the mileage was arbitrarily classified  
as G-1 and H-1.

$\frac{3}{3}$  Includes 3 miles of brick construction in Ohio and 2 miles in West Virginia.

$\frac{4}{4}$  See Table SM-101 for segregation between resurfacing to a different type and resurfacing to  
the same type.



**MILEAGE BUILT DURING 1953 ON SECONDARY RURAL ROADS UNDER STATE CONTROL**  
**CLASSIFIED BY TYPE OF SURFACE**

TABLE SH-3, 1953  
 ISSUED NOVEMBER 1954

Compiled for end of calendar year  
 from reports of State Authorities

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	SUBTOTAL		TYPE OF SURFACE BUILT										STATE
			TOTAL	SURFACING ON FAITH ROADS OR NEW LOCATION	RECON- STRUCTION OR RESUR- FACING	D	E	F	G-1	G-2	H-1	H-2	I	J	
MILEAGE STRACED															
SECONDARY STATE HIGHWAYS															
Colorado 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Colorado 3/
Delaware	20	-	3	17	-	-	16	-	-	1	-	2	1	-	Delaware
Florida	316	18	298	68	-	-	181	58	52	-	-	4	3	-	Florida
Louisiana: Secondary Farm-to-market	262	-	17	262	-	-	-	-	-	-	249	-	13	-	Louisiana: Secondary Farm-to-market
Total	463	-	17	446	-	-	16	-	-	-	434	-	13	-	Total
Maine 4/	209	-	1	208	-	58	121	-	21	-	-	9	-	-	Maine 4/
Missouri	819	-	181	638	11	582	194	18	-	2	4	2	6	-	Missouri
Montana: Secondary State-aid 5/	274	41	51	182	-	104	2	10	117	-	-	-	-	-	Montana: Secondary State-aid 5/
Total	274	61	51	182	-	104	2	10	117	-	-	-	-	-	Total
Nevada	63	-	16	47	-	13	-	50	-	-	-	-	-	-	Nevada
New Hampshire	28	-	3	25	-	-	24	-	4	-	-	-	-	-	New Hampshire
Oregon	81	-	40	41	-	27	3	-	-	-	29	22	-	-	Oregon
Pennsylvania	1,902	-	1,035	867	50	1,104	342	-	-	-	308	88	10	-	Pennsylvania
South Carolina	819	-	624	195	-	-	817	-	-	-	-	2	-	-	South Carolina
Washington	35	-	2	83	-	-	48	-	9	-	13	14	1	-	Washington
Total	5,079	59	2,203	6/ 2,817	61	1,904	1,748	136	203	3	788	143	34	-	Total
COUNTY ROADS UNDER STATE CONTROL 7/															
Alabama	153	-	15	138	-	-	153	-	-	-	-	-	-	-	Alabama
Delaware	35	-	20	15	-	-	20	-	-	-	-	15	-	-	Delaware
Nevada	29	-	10	19	-	9	-	20	-	-	-	-	-	-	Nevada
North Carolina	385	-	2,671	2,696	1,604	1,256	1,748	36	4	-	-	659	-	-	North Carolina
Virginia	3,246	14	3,232	2,560	6/ 1,958	(8/)	1,211	-	-	62	-	1	-	-	Virginia
West Virginia	329	4	325	156	-	222	42	5	37	-	11	8	-	-	West Virginia
Total	9,544	403	3,557	6/ 5,584	3,622	1,487	3,174	61	41	62	11	683	-	-	Total
ALL SECONDARY ROADS UNDER STATE CONTROL															
Grand Total	14,623	462	5,760	6/ 8,401	3,683	3,391	4,922	197	244	65	799	826	34	-	Grand Total
1/ Includes mileage widened. 2/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1. 3/ The Colorado Secondary system mileage was reclassified and is now included with the State Primary and County road systems. 4/ Mileage built on State-aid system. 5/ No construction was completed. 6/ See Table SH-101 for segregation between resurfacing to a different type and resurfacing to the same type. 7/ In Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia, county roads are under State control. In Nevada a small mileage was constructed and taken over for State maintenance without being added to the existing State highway system. 8/ Soil-surfaced classification includes slag, gravel, or stone surfaces. Segregation is not available.															

<sup>1/</sup> Includes mileage widened.

<sup>2/</sup> Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them the mileage was arbitrarily classified as G-1 and H-1.

<sup>3/</sup> The Colorado Secondary system mileage was reclassified and is now included with the State Primary and County road systems.

<sup>4/</sup> Mileage built on State-aid system.

<sup>5/</sup> No construction was completed.

<sup>6/</sup> See Table SH-101 for segregation between resurfacing to a different type and resurfacing to the same type.

<sup>7/</sup> In Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia, county roads are under State control. In Nevada a small mileage was constructed and taken over for State maintenance without being added to the existing State Highway system.

<sup>8/</sup> Soil-surfaced classification includes slag, gravel, or stone surfaces. Segregation is not available.

**MILEAGE BUILT DURING 1953 ON MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS 1/**  
**CLASSIFIED BY TYPE OF SURFACE 2/**

TABLE SMB-4, 1953  
 ISSUED NOVEMBER 1954

Compiled for Calendar Year  
 from Reports of State Authorities

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	SUBTOTAL			TYPE OF SURFACE BUILT											I BITU- MINOUS CONCRETE AND SHEET ASPHALT	J PORTLAND CEMENT CONCRETE
			TOTAL	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUCTION OR RESUR- FACING	D SOIL- SURFACED	E SLAG, GRAVEL, OR STONE	F BITU- MINOUS SURFACE- TREATED	G-1 MIXED BITU- MINOUS (NONRIGID BASE)	G-2 MIXED BITU- MINOUS (RIGID BASE)	H-1 BITU- MINOUS PENETRA- TION (NONRIGID BASE)	H-2 BITU- MINOUS PENETRA- TION (RIGID BASE)						
Alabama	42	-	42	3	46	-	-	2	-	35	-	1	9	2	-			
Arizona	5	-	5	-	5	-	-	-	-	5	-	-	-	-	-			
Arkansas	24	-	24	3	21	-	-	4	-	5	-	-	15	-	-			
California	50	-	50	15	35	-	-	-	-	38	-	-	5	7	-			
Colorado	13	-	13	2	11	-	-	-	-	12	-	-	-	-	-			
Connecticut	19	-	19	1	18	-	-	-	-	-	-	9	8	2	-			
Delaware	7	-	7	2	5	-	-	2	1	-	-	-	3	1	-			
Florida	53	1	52	26	26	-	-	12	15	9	-	-	14	2	-			
Georgia	127	2	125	20	105	2	-	23	-	-	-	18	81	1	-			
Idaho	4	-	4	-	4	-	-	-	-	4	-	-	-	-	-			
Illinois	68	-	68	4	64	-	-	-	-	2	-	-	63	5	-			
Indiana	61	-	61	-	61	-	-	-	-	-	-	-	59	-	-			
Iowa	56	-	56	5	51	-	8	13	1	-	4	-	18	12	-			
Kansas	28	2	26	1	25	-	1	5	1	2	-	-	12	5	-			
Kentucky	83	-	83	4	79	-	9	2	9	-	1	-	51	2	-			
Louisiana	36	-	36	-	36	-	-	-	-	-	-	11	22	3	-			
Maine	14	-	14	1	13	-	-	3	-	2	-	2	7	-	-			
Maryland	8	-	8	-	8	-	-	-	-	-	-	-	-	-	-			
Massachusetts	11	-	11	1	10	-	-	-	-	-	-	-	11	-	-			
Michigan	86	-	86	6	80	-	2	2	4	-	-	-	63	15	-			
Minnesota	137	-	137	10	127	-	18	2	17	66	-	-	8	26	-			
Mississippi	16	-	16	5	11	-	-	5	2	2	-	-	2	3	-			
Missouri	37	-	37	6	31	-	8	10	8	-	-	-	3	8	-			
Montana	8	-	8	-	8	-	-	-	1	6	-	-	1	-	-			
Nebraska	16	-	16	-	16	-	2	-	4	-	-	-	7	3	-			
Nevada	3	-	3	-	3	-	-	-	3	-	-	-	-	-	-			
New Hampshire	7	-	7	7	14	-	-	1	-	-	-	1	6	-	-			
New Jersey	21	-	21	7	14	-	-	-	-	-	-	-	13	7	-			
New Mexico	24	-	24	5	19	-	-	2	-	3	-	-	19	-	-			
New York	7	-	7	7	-	-	-	-	-	-	-	-	-	7	-			
North Carolina	129	1	128	30	98	12	8	42	-	1	-	-	63	2	-			
North Dakota	28	-	28	1	27	-	13	-	-	15	-	-	-	-	-			
Ohio	93	-	93	11	82	-	-	3	6	5	-	-	64	15	-			
Oklahoma	16	2	14	6	8	-	-	2	-	-	-	-	9	3	-			
Oregon	13	-	13	8	5	-	-	1	-	-	-	1	11	-	-			
Pennsylvania	147	-	147	18	129	-	9	11	-	-	-	26	82	19	-			
Rhode Island	7	-	7	-	7	-	-	-	-	-	-	-	7	-	-			
South Carolina	130	1	129	91	38	-	-	106	-	-	-	-	23	-	-			
South Dakota	13	-	13	4	9	-	3	2	-	2	-	-	17	3	-			
Tennessee	25	-	25	-	25	-	2	-	3	-	-	-	-	-	-			
Texas	133	-	133	33	100	-	-	37	-	1	-	3	81	11	-			
Utah	48	-	48	7	41	-	-	-	3	42	-	-	3	-	-			
Vermont	11	-	11	-	11	-	-	-	-	-	-	-	11	-	-			
Virginia	40	-	40	6	34	5	-	25	-	-	5	-	4	1	-			
Washington	17	-	17	-	17	-	-	-	-	-	-	-	17	-	-			
West Virginia	25	-	25	-	25	-	-	-	-	-	-	-	20	-	-			
Wisconsin	75	-	75	9	66	-	-	-	13	4	-	-	31	17	-			
Wyoming	5	1	4	-	4	-	-	-	-	4	-	-	-	-	-			
Total	2,033	10	2,023	358	3/ 1,665	19	84	318	91	293	10	73	951	184	-			

1/ Includes mileage widened.

2/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

3/ See Table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type.

1/ Includes mileage widened.

2/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

3/ See Table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type.



**MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON LOCAL ROADS, ETC - 1953**  
CLASSIFIED BY TYPE OF SURFACE <sup>1/</sup>

TABLE SHW-5, 1953  
ISSUED NOVEMBER 1954

Compiled for Calendar Year  
from Reports of State Authorities

STATE		TOTAL SPECIAL CONSTRUCTION 2/	MILEAGE BUILT ON COUNTY OR OTHER LOCAL RURAL ROADS NOT UNDER STATE CONTROL 3/										OTHER SPECIAL CONSTRUCTION 4/							
			MILEAGE SURFACED										MILEAGE GRADED AND DRAINED	MILEAGE SURFACED						
			TOTAL	D, E	F	G-1	G-2	H-1	H-2	I	J	TOTAL		MILEAGE GRADED AND DRAINED	D, E	F	G-1	G-2	H-2	I
			SOIL-SURFACED, SLAG, GRAVEL, OR STONE	BITU-MINIOUS SURFACE-TREATED	MIXED BITU-MINIOUS (NONRIGID BASE)	BITU-MINIOUS PERE-TRATION (RIGID BASE)	BITU-MINIOUS PERE-TRATION (RIGID BASE)	BITU-MINIOUS PERE-TRATION (RIGID BASE)	BITU-MINIOUS PERE-TRATION (RIGID BASE)	PORTLAND CEMENT CONCRETE	TOTAL		SOIL-SURFACED, SLAG, GRAVEL, OR STONE	BITU-MINIOUS SURFACE-TREATED	MIXED BITU-MINIOUS (NONRIGID BASE)	MIXED BITU-MINIOUS (NONRIGID BASE)	BITU-MINIOUS PERE-TRATION (RIGID BASE)	BITU-MINIOUS PERE-TRATION (RIGID BASE)	PORTLAND CEMENT CONCRETE	
Alabama	749	73	-	735	-	30	-	-	-	-	14	-	4	-	14	-	-	-	-	
Arizona	204	118	-	118	40	67	-	-	-	-	86	21	65	10	12	2	-	-	-	
Arkansas	165	165	-	165	101	5	-	-	1	-	-	-	-	-	-	-	-	-	-	
California	344	344	18	326	54	162	8	38	2	-	-	-	-	-	-	-	-	-	-	
Colorado	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Connecticut	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Florida	4	3	-	3	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	
Georgia	942	775	196	579	407	-	-	4	10	2	137	15	122	89	-	-	1	5	1	
Idaho	106	106	6	100	21	44	-	-	-	-	-	-	-	-	-	-	-	-	-	
Illinois	488	488	-	488	161	290	-	-	32	5	-	-	-	-	-	-	-	-	-	
Indiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Iowa	1,828	1,812	518	1,294	42	-	-	-	10	13	16	-	16	16	-	-	-	-	-	
Kansas	923	923	-	923	21	7	-	-	3	-	-	-	-	-	-	-	-	-	-	
Kentucky	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Louisiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Maine	6	-	-	-	-	-	-	-	-	-	5/6	-	6	-	-	-	-	6	-	
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Massachusetts	26	16	-	16	1	1	-	-	14	-	10	-	10	-	-	-	-	10	-	
Michigan	325	325	17	308	109	144	-	-	16	2	-	-	-	-	-	-	-	-	-	
Minnesota	1,095	1,040	28	1,012	65	324	-	-	-	-	55	1	54	6	31	-	-	-	1	
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Missouri	-	-	-	-	-	-	-	-	-	-	23	6	17	-	-	-	-	-	-	
Montana	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Nebraska	140	139	-	139	90	43	-	-	5	1	1	-	1	-	-	-	-	-	1	
Nevada	-	-	-	-	-	-	-	-	-	-	4	-	4	-	-	-	-	-	-	
New Hampshire	4	-	-	8	-	-	-	-	-	2	12	-	12	-	-	-	-	2	-	
New Jersey	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
New Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
New York	102	45	-	45	1	-	-	25	19	-	5/57	-	57	-	-	-	1	12	44	
North Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
North Dakota	810	798	108	690	-	-	-	-	-	-	12	2	10	10	-	-	-	-	-	
Ohio	351	344	-	344	43	84	120	3	33	2	7	-	7	-	-	2	-	4	1	
Oklahoma	187	93	8	9	51	-	-	-	17	-	5/88	-	88	-	-	-	-	88	-	
Oregon	194	98	-	98	1	-	-	72	-	-	96	-	96	-	-	-	-	-	-	
Pennsylvania	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Rhode Island	42	-	-	-	-	-	-	-	-	-	12	-	12	-	-	-	-	12	-	
South Carolina	359	343	-	343	277	19	36	-	-	-	7	-	3	-	1	-	-	-	1	
South Dakota	943	923	-	923	279	10	83	-	26	-	23	7	13	13	-	-	-	-	-	
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Texas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Utah	13	6	-	6	-	3	3	-	-	-	7	-	7	-	2	5	-	-	-	
Vermont	22	22	-	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Washington	121	121	-	121	75	-	1	-	3	4	-	-	-	-	-	-	-	-	-	
West Virginia	296	256	-	256	-	65	156	-	-	2	40	-	40	12	-	-	-	-	-	
Wisconsin	371	341	18	323	213	78	24	8	13	-	30	8	22	-	18	4	-	4	2	
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	11,142	10,398	917	9,481	5,077	1,089	722	11	137	33	744	60	684	274	135	64	15	2	143	51

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

2/ States for which no amounts are given reported no special construction.

3/ Includes mileage built by State highway departments on Federal-aid secondary roads located off the State highway systems. Also includes mileage built by local authorities on Federal-aid secondary roads but only where Federal-aid funds are involved.

4/ Mileage built on roads in Federal and State parks, forests, institutional grounds, etc., and on local city streets not connecting State highway systems.

5/ Includes toll road construction as follows: Maine Turnpike, 6 miles type I; New York Turnpike, 25 miles type J; and Oklahoma Turner Turnpike, 89 miles type I.

<sup>1/</sup> Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

<sup>2/</sup> States for which no amounts are given reported no special construction.

<sup>3/</sup> States for which no amounts are given reported no special construction.

<sup>4/</sup> Mileage built by State Highway Departments on Federal-aid secondary roads located off the State highway system. Also includes mileage built by local authorities on Federal-aid secondary roads but only where

Federal-aid funds are involved.

<sup>5/</sup> Mileage built on roads in Federal and State parks, forests, institutional grounds, etc., and on local city streets not connecting State highway systems.

<sup>6/</sup> Includes toll road construction as follows: Maine Turnpike, 6 miles type I; New York Thruway, 25 miles type J; and Oklahoma Turner Turnpike, 88 miles type I.

## EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS—SUMMARY 1953

Compiled for End of Calendar Year  
from Reports of State AuthoritiesTABLE SM-1, 1953  
ISSUED NOVEMBER 1954

STATE	TOTAL MILEAGE					SURFACED MILEAGE										
	RURAL ROADS			TOTAL STATE-ADMINISTERED ROADS AND STREETS	OTHER STATE ROADS 2/	TOTAL EXISTING MILEAGE, STATE SYSTEMS 1/	RURAL ROADS			TOTAL SURFACED MILEAGE, STATE SYSTEMS	OTHER STATE ROADS 2/	TOTAL STATE-ADMINISTERED ROADS AND STREETS				
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL													
Alabama	6,331	-	4,212	11,193	877	12,070	-	12,070	6,974	-	2,939	9,913	877	10,790	-	10,790
Alaska	4,557	-	-	3,659	43	3,697	3	3,697	3,610	-	-	3,610	97	3,707	1	3,708
Arizona	7,446	-	-	9,446	503	10,000	7	10,000	9,196	-	-	9,196	503	9,779	7	9,786
California	2,643	-	-	12,643	1,278	13,921	-	13,921	12,350	-	-	12,350	1,278	13,628	-	13,628
Colorado	7,514	(3/)	-	7,514	337	7,951	17	7,968	7,237	-	-	7,237	337	7,574	17	7,591
Connecticut	2,362	-	-	2,362	163	2,525	188	2,713	2,362	-	-	2,362	163	2,525	177	2,692
Delaware	4,522	-	2,173	3,842	604	4,446	-	4,446	4,405	1,877	1,563	3,162	604	3,766	177	3,943
Florida	8,643	1,829	-	10,472	1,233	11,710	26	11,736	8,621	1,795	-	10,406	1,235	11,641	23	11,664
Georgia	13,527	-	-	13,527	1,570	15,097	32	15,129	12,150	-	-	12,150	1,525	13,675	22	13,697
Idaho	4,533	-	-	4,533	208	4,741	5	4,746	4,123	-	-	4,123	208	4,331	3	4,334
Illinois	10,471	-	-	10,471	1,807	12,278	-	12,278	10,463	-	-	10,463	1,807	12,270	-	12,270
Indiana	9,753	-	-	9,753	904	10,657	-	10,657	9,753	-	-	9,753	904	10,657	-	10,657
Iowa	8,681	-	-	8,681	1,046	9,727	118	9,845	8,666	-	-	8,666	1,046	9,712	115	9,827
Kansas	9,425	-	-	9,425	510	9,935	-	9,935	9,071	-	-	9,071	510	9,582	-	9,582
Kentucky	15,311	-	-	15,311	641	15,952	-	15,952	16,237	-	-	16,237	641	16,880	-	16,880
Louisiana	2,210	4/ 11,053	-	4,063	971	15,034	-	15,034	2,208	4/ 11,853	-	14,061	971	15,032	-	15,032
Maine	2,924	5/ 7,654	-	10,588	472	11,060	128	11,188	2,924	5/ 7,664	-	10,588	472	11,060	128	11,188
Maryland	4,516	-	-	4,516	250	4,766	-	4,766	4,516	-	-	4,516	250	4,766	-	4,766
Massachusetts	1,678	-	-	1,678	131	1,809	123	1,932	1,678	-	-	1,678	131	1,809	123	1,932
Michigan	9,271	-	-	8,271	1,030	9,301	-	9,301	8,266	-	-	8,266	1,030	9,266	-	9,266
Minnesota	10,364	-	-	10,364	1,472	11,836	1,256	13,092	10,363	-	-	10,363	1,472	11,835	419	12,254
Mississippi	7,240	-	-	7,240	537	7,777	-	7,777	7,240	-	-	7,240	537	7,777	-	7,777
Missouri	7,504	12,260	-	20,164	1,026	21,190	-	21,190	7,904	12,259	-	20,163	1,026	21,188	-	21,188
Montana	5,516	6/ 3,403	-	8,919	214	9,133	-	9,133	5,361	6/ 2,838	-	8,199	211	8,410	-	8,410
Nebraska	9,417	3,443	17/ 282	9,417	411	9,828	33	9,861	9,337	-	17/ 282	9,337	411	9,748	15	9,763
Nevada	2,172	-	-	5,867	72	5,939	-	5,939	2,132	2,616	-	5,040	72	5,112	-	5,112
New Hampshire	1,485	2,161	-	3,646	285	3,931	15	3,946	1,485	2,158	-	3,643	285	3,928	15	3,943
New Jersey	1,285	-	-	1,285	546	1,775	582	2,357	1,289	-	-	1,289	546	1,775	460	2,235
New Mexico	10,682	-	-	10,682	411	11,093	3	11,096	8,022	-	-	8,022	399	8,421	-	8,421
New York	12,938	-	-	12,938	137	13,075	621	13,696	12,938	-	-	12,938	137	13,075	988	13,663
North Carolina	10,770	-	54,970	65,740	2,443	68,183	45	68,228	10,743	-	42,219	59,202	2,317	55,279	24	55,303
North Dakota	6,430	-	-	6,430	250	6,730	-	6,730	6,176	-	-	6,176	240	6,416	-	6,416
Ohio	16,019	-	-	16,019	2,384	18,403	-	18,403	16,017	-	-	16,017	2,373	18,390	-	18,390
Oklahoma	9,768	-	-	9,768	589	10,296	88	10,384	9,518	-	-	9,518	527	10,045	88	10,133
Oregon	4,472	2,415	-	6,907	393	7,300	779	8,079	4,431	2,357	-	6,788	393	7,181	218	7,399
Pennsylvania	12,796	25,280	-	38,076	3,026	41,102	3,660	44,762	12,760	25,931	-	37,791	3,018	40,809	655	41,464
Rhode Island	599	-	-	599	265	864	64	928	599	-	-	599	265	864	48	912
South Carolina	8,116	-	-	21,596	2,067	23,663	122	23,785	8,016	7,280	-	15,296	1,652	16,948	78	17,026
South Dakota	6,492	-	-	6,492	225	6,717	63	6,780	6,397	-	-	6,397	224	6,621	8	6,629
Tennessee	7,464	-	-	7,464	671	8,135	355	8,490	7,464	-	-	7,464	671	8,135	258	8,393
Texas	42,874	-	-	42,874	2,512	45,386	-	45,386	42,833	-	-	42,833	2,510	45,343	-	45,343
Utah	4,208	-	-	4,208	583	4,791	-	4,791	4,203	-	-	4,203	583	4,786	-	4,786
Vermont	1,701	-	-	1,701	165	1,866	68	1,934	1,701	-	-	1,701	165	1,866	66	1,932
Virginia	7,669	-	39,732	47,600	1,247	48,847	12	48,859	7,661	-	36,984	44,845	1,240	46,085	12	46,097
Washington	3,824	2,019	-	5,843	464	6,307	143	6,450	3,814	1,992	-	5,806	464	6,270	83	6,353
West Virginia	4,487	-	26,233	30,720	571	31,291	322	31,613	4,478	-	14,116	18,594	567	19,161	322	19,483
Wisconsin	10,036	-	-	10,036	1,254	11,290	80	11,370	10,033	-	-	10,033	1,254	11,287	74	11,361
Wyoming	4,781	-	-	4,781	118	4,899	-	4,899	4,685	-	-	4,685	116	4,801	-	4,801
Total	376,902	87,026	127,612	591,540	39,020	630,560	8,978	639,538	369,029	79,020	90,073	546,122	38,352	584,474	4,047	588,521

1/ May include mileage in some States that is not designated by law as part of the State system but constitutes the municipal portion of a State route entering the city or town.

2/ Includes mileage of State park, forest, institutional, toll, and other roads under State control. See Table OSM for details of this mileage.

3/ Mileage previously reported here is now a part of the State primary and local road systems.

4/ Includes 6,611 miles designated as a farm-to-market system, all of which are surfaced.

5/ State-aid system.

6/ Includes 19 miles designated as State-aid system, all of which are surfaced.

7/ Mileage maintained by the State without being added to the existing State highway system.

1/ May include mileage in some States that is not designated by law as part of the State system but constitutes the municipal portion of a State route entering the city or town.

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5/ State-aid system.

6/ Includes 19 miles designated as State-aid system, all of which are surfaced.

7/ Mileage maintained by the State without being added to the existing State highway system.



# EXISTING MILEAGE OF STATE HIGHWAYS - SUMMARY 1953

## CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE SN-2, 1953  
SHEET 1 OF 2  
ISSUED NOVEMBER 1954

This Table Supersedes  
Tables SN-1A, 2, 3, and 4.

Compiled for End of Calendar Year from Reports of State Authorities

STATE		EXISTING MILEAGE OF STATE HIGHWAYS - SUMMARY - 1953										EXISTING MILEAGE ON PRIMARY RURAL STATE HIGHWAYS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		NON-SURFACED 2/					SURFACED MILEAGE 3/					TOTAL					NON-SURFACED 2/					SURFACED MILEAGE 3/					TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
		TOTAL	TOTAL SURFACED	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	TOTAL SURFACED	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	TOTAL SURFACED	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	TOTAL SURFACED	D E	F G-1 H-1	G-2 H-2 I	J K L																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Alabama	12,070	1,280	10,790	2,574	2,784	5,043	389	6,981	7	6,974	88	2,180	4,412	294	Arizona	3,957	250	3,707	192	1,349	2,062	104	3,859	249	3,610	192	1,336	1,996	86	Arkansas	10,029	250	9,779	3,702	4,001	7,018	1,886	12,643	293	12,350	2,105	2,572	70	1,503	California	13,921	293	13,628	2,115	2,609	5,165	476	7,514	277	7,237	1,804	111	4,899	423	Colorado	7,851	277	7,574	1,822	111	5,165	476	7,514	277	7,237	1,804	111	4,899	423	Connecticut	2,966	682	2,966	979	432	1,718	816	2,362	-	2,362	-	375	1,423	564	Delaware	4,005	69	3,323	52	1,278	400	666	452	22	8,621	51	6,913	1,131	526	Florida	11,710	69	11,641	52	9,327	1,541	721	8,643	-	8,643	-	34	452	250	Georgia	15,097	1,422	13,675	1,468	5,716	4,556	1,935	13,527	1,377	12,150	1,422	5,215	3,923	1,590	Idaho	4,741	410	4,331	563	1,620	2,110	38	4,533	410	4,123	560	1,553	1,902	28	Illinois	12,278	8	12,270	26	375	2,985	8,884	10,471	8	9,753	246	1,114	6,234	7,722	Indiana	10,657	-	10,657	247	1,145	6,836	2,429	9,753	-	9,753	-	1,114	6,234	2,159	Iowa	9,727	15	9,712	1,726	1,140	1,071	5,775	8,681	15	8,666	1,669	1,003	929	5,065	Kansas	9,944	362	9,582	683	6,056	1,474	1,369	9,425	354	9,071	673	5,889	1,360	1,149	Kentucky	16,952	72	16,880	5,777	5,035	5,121	947	16,311	72	16,239	5,756	4,900	4,748	1,475	Louisiana	15,034	2	15,032	7,456	-	4,901	2,675	2,210	2	2,208	15	-	718	1,475	Maine	11,060	-	11,060	1,841	7,754	1,353	112	2,924	-	2,924	32	1,815	1,010	67	Maryland	4,796	-	4,796	10	2,138	1,160	1,488	4,546	-	4,546	10	2,073	1,403	1,403	Massachusetts	2,109	-	2,109	-	350	1,552	207	1,978	-	1,978	-	346	1,436	1,436	Michigan	9,301	45	9,256	1,002	2,583	2,033	3,638	8,271	45	8,226	983	2,487	1,585	3,171	Minnesota	11,836	1	11,835	1,423	2,986	4,336	3,090	10,364	1	10,363	1,381	2,638	3,794	2,550	Mississippi	7,777	-	7,777	1,830	3,058	808	2,081	7,240	-	7,240	1,802	2,860	721	1,857	Missouri	21,190	2	21,188	9,216	6,727	1,365	3,880	7,904	-	7,904	148	3,319	1,193	3,244	Montana	9,133	723	8,410	2,374	2,727	3,267	42	5,516	155	5,361	337	2,408	2,592	24	Nebraska	9,828	80	9,748	4,939	2,924	645	1,240	9,417	80	9,337	4,858	2,824	586	1,069	Nevada	5,939	827	5,112	1,308	3,797	469	258	2,132	-	2,132	10	941	334	200	New Hampshire	3,931	3	3,928	103	3,098	433	1,313	1,485	-	1,485	2	20	272	935	New Jersey	1,775	-	1,775	2	27	433	1,313	1,229	-	1,229	2	20	272	935	New Mexico	11,093	2,672	8,421	1,979	1,692	4,686	64	10,682	2,660	8,022	1,953	1,645	4,392	5,456	New York	13,075	-	13,075	6	508	7,067	5,494	12,938	-	12,938	6	508	6,968	5,456	North Carolina	68,189	12,910	55,279	22,062	19,395	11,549	2,273	10,770	304	10,743	3,658	672	4,192	1,707	North Dakota	6,730	314	6,416	3,731	701	1,842	142	6,480	304	6,176	169	2,505	1,734	112	Ohio	18,403	13	18,390	884	3,912	11,687	1,907	16,019	2	16,017	876	3,734	10,100	1,307	Oklahoma	10,296	251	10,045	1,634	2,707	3,118	2,586	9,768	250	9,518	1,615	2,939	2,326	2,326	Oregon	7,300	119	7,181	646	2,455	3,717	363	4,431	61	4,431	72	1,364	2,765	230	Pennsylvania	41,102	293	40,809	5,642	13,674	15,764	5,729	12,796	36	12,760	169	2,505	5,901	4,184	Rhode Island	864	-	864	-	512	148	204	599	-	599	-	387	71	141	South Carolina	23,665	6,717	16,948	1,016	12,872	1,325	1,735	8,116	100	8,016	25	5,536	1,961	1,494	South Dakota	6,717	96	6,621	2,300	2,219	1,659	465	7,464	95	6,397	2,254	3,033	3,142	993	Tennessee	8,135	-	8,135	300	3,143	3,546	1,146	7,464	-	7,464	296	3,033	3,142	993	Texas	45,386	43	45,343	105	30,773	9,897	4,568	42,874	41	42,833	103	29,939	8,840	3,951	Utah	5,401	555	4,846	1,118	530	3,068	130	4,808	555	4,253	1,094	430	2,652	77	Vermont	1,956	-	1,956	259	523	1,017	157	1,791	-	1,791	255	908	2,348	388	Virginia	48,847	2,762	46,085	22,145	20,550	2,853	537	7,868	7	7,861	71	5,054	2,348	388	Washington	6,307	37	6,270	207	1,980	2,823	1,260	3,824	10	3,814	71	898	2,028	817	West Virginia	31,291	12,130	19,161	9,100	4,407	4,623	1,031	4,487	9	4,478	146	2,882	623	827	Wisconsin	11,290	3	11,287	10	3,337	4,004	3,936	10,036	3	10,033	10	3,137	3,582	3,304	Wyoming	4,899	98	4,801	171	1,331	3,291	8	4,781	96	4,685	170	1,315	3,200	-	Total	630,560	46,086	584,474	126,723	205,196	171,111	81,444	376,902	7,873	369,029	40,872	129,118	131,986	67,053

# EXISTING MILEAGE OF STATE HIGHWAYS—SUMMARY 1953 1/

## CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE SM-2, 1953  
SHEET 2 OF 2  
ISSUED NOVEMBER 1954

This Table Supersedes  
Tables SM-1A, 2, 3, and 4

EXISTING MILEAGE ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS										EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL									
STATE	TOTAL	NON-SURFACED 2/	SURFACED MILEAGE 3/				STATE	TOTAL	NON-SURFACED 2/	SURFACED MILEAGE 3/									
			TOTAL SURFACED	D E	F G-1 H-1	J K L				TOTAL SURFACED	D E	F G-1 H-1	J K L						
Alabama	877	-	877	3	150	631													
Arizona	98	1	97	-	13	66													
Arkansas	583	-	583	20	50	275													
California	1,278	-	1,278	10	37	848													
Colorado	337	-	337	18	-	266													
Connecticut	604	-	604	-	57	295													
Delaware	163	2	161	5	40	51													
Florida	1,238	3	1,235	1	732	317													
Georgia	1,570	45	1,525	46	501	633													
Idaho	208	-	208	3	67	128													
Illinois	1,807	-	1,807	1	35	609													
Indiana	904	-	904	1	31	602													
Iowa	1,046	-	1,046	57	137	142													
Kansas	519	8	511	10	167	114													
Kentucky	641	-	641	21	135	373													
Louisiana	971	-	971	86	-	456													
Maine	472	-	472	3	219	209													
Maryland	250	-	250	-	65	100													
Massachusetts	131	-	131	-	4	116													
Michigan	1,030	-	1,030	19	96	448													
Minnesota	1,472	-	1,472	42	348	542													
Mississippi	537	-	537	28	198	87													
Missouri	1,026	1	1,025	119	381	124													
Montana	214	3	211	17	60	117													
Nebraska	411	-	411	81	100	59													
Nevada	72	-	72	1	68	1													
New Hampshire	285	-	285	-	141	90													
New Jersey	546	-	546	-	7	161													
New Mexico	411	12	399	26	47	294													
New York	137	-	137	-	780	99													
North Carolina	2,449	132	2,317	217	29	992													
North Dakota	250	10	240	73	29	108													
Ohio	2,384	11	2,373	8	178	1,587													
Oklahoma	528	1	527	19	69	179													
Oregon	393	-	393	16	75	211													
Pennsylvania	3,026	8	3,018	53	545	1,511													
Rhode Island	265	-	265	-	125	77													
South Carolina	2,067	415	1,652	36	1,097	317													
South Dakota	225	1	224	24	63	59													
Tennessee	671	-	671	4	110	404													
Texas	2,512	2	2,510	2	834	1,057													
Utah	593	-	593	24	100	416													
Vermont	165	-	165	4	24	109													
Virginia	1,247	7	1,240	49	692	397													
Washington	464	-	464	1	39	214													
West Virginia	571	4	567	16	75	319													
Wisconsin	1,254	-	1,254	-	200	422													
Wyoming	118	2	116	1	16	91													
Total	39,020	668	38,352	1,165	8,937	16,713													
							ALL SECONDARY ROADS UNDER STATE CONTROL												
							Total	214,638	37,545	177,093	67,141	22,412	2,854						
COUNTY ROADS UNDER STATE CONTROL 5/																			
							Alabama	4,212	1,273	2,939	2,483	454	-	2					
							Delaware	2,173	650	1,523	881	509	101	32					
							Nevada	292	-	292	47	245	-	-					
							North Carolina	54,970	12,751	42,219	21,668	13,948	6,365	238					
							Virginia	39,732	2,748	36,984	22,025	14,804	118	37					
							West Virginia	26,233	12,117	14,116	8,938	3,505	1,422	251					
							Total	127,612	29,539	98,073	56,042	33,465	8,006	560					
COUNTY ROADS UNDER STATE CONTROL 5/																			
							Alabama	4,212	1,273	2,939	2,483	454	-	2					
							Delaware	2,173	650	1,523	881	509	101	32					
							Nevada	292	-	292	47	245	-	-					
							North Carolina	54,970	12,751	42,219	21,668	13,948	6,365	238					
							Virginia	39,732	2,748	36,984	22,025	14,804	118	37					
							West Virginia	26,233	12,117	14,116	8,938	3,505	1,422	251					
							Total	127,612	29,539	98,073	56,042	33,465	8,006	560					
ALL SECONDARY ROADS UNDER STATE CONTROL																			
							Total	214,638	37,545	177,093	67,141	22,412	2,854						
1/ Mileage previously reported here is now a part of the State and local road systems.																			
2/ In Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia, county roads are under State control. In Nevada a small mileage was constructed and taken over for State maintenance without being added to the existing State highway system.																			
3/ Includes 1,341 miles of mixed bituminous and bituminous concrete resurfacing of old concrete pavement.																			
4/ Includes 262 miles of mixed bituminous and bituminous concrete resurfacing of old concrete pavement.																			

1/ Table SM-2 replaces Tables SM-1A, 2, 3, and 4, but includes the basic information formerly given in those tables.

2/ Non-surfaced mileage includes primitive and unimproved, and graded and drained roads. Stone; F, bituminous surface treated; G-1, mixed bituminous nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous penetration nonrigid base; H-2, bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; L, block. Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mileage was arbitrarily classified as G-1 and H-1.

4/ Mileage previously reported here is now a part of the State and local road systems. 5/ In Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia, county roads are under State control. In Nevada a small mileage was constructed and taken over for State maintenance without being added to the existing highway system. 6/ Includes 1,341 miles of mixed bituminous and bituminous concrete resurfacing of old concrete pavement. 7/ Includes 262 miles of mixed bituminous and bituminous concrete resurfacing of old concrete pavement.





EXISTING SURFACED MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL-1953  
CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled for end of calendar year from records of State authorities

TABLE SH-9, 1953  
ISSUED NOVEMBER 1954

STATE	TOTAL SURFACED MILEAGE	LESS THAN 20 FEET					20 FEET AND LESS THAN 22 FEET					22 FEET AND LESS THAN 24 FEET					24 FEET AND LESS THAN 27 FEET					27 FEET AND OVER					
		TYPE OF SURFACE 1/					TYPE OF SURFACE 1/					TYPE OF SURFACE 1/					TYPE OF SURFACE 1/					TYPE OF SURFACE 1/					
		D Σ	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D Σ	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D Σ	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D Σ	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D Σ	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	
SECONDARY STATE HIGHWAYS																											
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	1,177	92	546	3	388	223	9	138	54	20	26	2	6	11	7	16	-	4	10	-	1	2	-	-	-	-	-
Louisiana:																											
Secondary	1,785	-	1,107	43	6	101	-	87	14	-	46	-	21	15	-	487	-	4-5	19	3	5	-	2	2	1	-	-
Far-to-market	1,156	-	1,011	511	2,601	4-7	-	-	1,795	139	138	36	-	34	36	49	18	-	9	2	6	5	-	-	1	1	
Total	11,551	2,330	1,404	557	3,610	915	-	2,324	171	129	39	115	170	3	17	10	-	-	12	3	17	10	-	-	-	-	-
Utah	7,464	1,756	5,668	44	3	134	46	43	-	1	30	-	24	-	-	6	-	5	1	-	3	2	1	-	-	-	-
Missouri	12,254	1,207	82	12	118	8,105	5,718	7,273	22	47	41	11	22	11	11	22	25	101	3	-	22	7	1	4	10	-	-
Montana:																											
Secondary	9,819	907	22	3	-	527	24	23	194	-	115	-	24	-	-	1,104	732	104	152	-	45	25	19	-	1	1	
State-aid	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-
Total	9,831	907	22	3	-	527	24	23	194	-	115	-	24	-	-	1,104	732	104	152	-	45	25	19	-	1	1	-
Nevada	7,41	1,073	141	-	-	1,199	132	1,067	-	-	71	102	-	4	1	7	-	24	7	24	-	17	10	-	-	-	-
New Hampshire	2,158	1,241	92	8	2	744	1	722	14	1	102	-	4	1	1	7	-	24	7	24	-	17	10	-	-	-	-
Oregon	2,357	1,241	447	515	37	864	-	452	404	2	116	48	24	11	11	77	7	4	9	49	21	13	-	5	67	59	
Pennsylvania	25,031	24,244	5,393	10,557	446	366	20	33	250	63	215	-	14	118	77	7	7	15	24	8	-	58	7	44	9	1	
South Carolina	7,280	4,937	823	4,071	14	29	2,045	81	1,943	12	9	193	29	160	110	-	47	26	2	6	-	7	4	-	2	1	
Washington	1,992	784	78	368	203	870	25	489	260	95	297	1	184	110	-	34	26	2	6	-	7	4	-	2	1	1	
Total	79,600	19,758	24,278	9,824	1,591	12,623	7,134	7,332	3,637	460	2,147	451	1,132	376	134	2,142	1,144	744	473	31	337	77	90	96	74	74	
COUNTY ROADS UNDER STATE CONTROL																											
Alabama	2,939	2,433	454	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware	1,423	1,230	774	421	14	194	72	80	42	4	76	19	13	2	2	40	16	3	16	5	23	-	3	18	2	2	
Nevada	232	44	24	20	-	239	23	21	-	-	5	-	5	-	-	2	-	2	-	-	2	-	-	-	-	-	
North Carolina	42,719	40,211	12,027	11,850	5,330	214	1,722	1,444	1,931	164	-	1,119	1,947	17	79	6	4,232	1,175	74	77	6	1,209	1,155	26	25	3	
Virginia	16,934	16,328	21,069	14,707	96	16	408	40	352	4	61	1	44	2	14	55	13	16	4	4	2	62	2	51	7	2	
West Virginia	14,116	11,021	8,794	3,482	1,307	45	94	57	13	20	1	38	30	-	6	2	44	43	1	-	17	14	3	-	-	-	
Total	98,073	95,315	46,971	30,530	7,335	406	4,723	1,636	2,446	421	20	2,254	2,017	118	100	24	1,443	4,247	26	97	13	1,313	1,171	75	50	7	
ALL SECONDARY ROADS UNDER STATE CONTROL																											
Grand Total	177,043	110,705	66,749	54,802	17,162	2,027	23,446	9,477	1,062	1,80	1,056	2,468	1,700	176	162	334	1,701	840	570	14	1,650	1,248	175	116	71	71	

1/ Surface types are as follows: D, soil surfaced; F, slag, gravel, or stone; G-1, mixed bituminous nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous penetration nonrigid base; H-2, bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, portland cement concrete; K, brick; L, block. Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them the mileage was arbitrarily classified as G-1 and F-1.

2/ Mileage of the Colorado Secondary system was reclassified as of December 31, 1953 as follows: 1,402 miles to State Primary system and 4,511 to County road system.

1/ Surface types are as follows: D, soil surfaced; F, ring, gravel, or stone; G-1, bituminous surface treated; G-2, mixed bituminous nonrigid base; H-1, bituminous penetration nonrigid base; H-2, bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; L, block. Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform.

for all States. Where no segregation was reported for them the mileage was arbitrarily classified as G-1 and F-1.  
2/ Mileage of the Colorado Secondary system was reclassified as of December 31, 1953 as follows: 4,502 miles to State Primary system and 4,511 to County road system.



i/ Surface types are as follows: D, soil surface; E, slag, gravel, or stone; F, bituminous surface with bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, bituminous concrete and sheet asphalt; L, concrete and sheet asphalt. The mileage was arbitrarily classified as G-1 and H-1 states. There no seccrecation was reported for them.

DIVIDED HIGHWAY MILEAGE ON STATE-ADMINISTERED ROADS AND STREETS - SUMMARY - SUMMARY - 1953 <sup>1</sup>/<sub>2</sub>

Compiled for End of Calendar Year  
from Reports of State Authorities

TABLE SM-11, 1953  
ISSUED NOVEMBER 1954

STATE	TOTAL SURFACED MILEAGE	LESS THAN 36 FEET						36 FEET AND LESS THAN 44 FEET 3/						44 FEET AND LESS THAN 55 FEET 3/						55 FEET AND OVER					
		TOTAL	TYPE OF SURFACE 1/					TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J K L			
Alabama	89	1	-	-	-	-	13	-	-	16	2	63	-	-	1	42	20	7	-	-	-	6	1		
Arizona	35	2	-	-	-	-	9	-	-	5	4	2	-	-	-	2	4	33	-	-	-	33	-		
Arkansas	22	3	-	-	-	-	128	-	-	64	64	775	-	-	1	452	322	5	-	-	-	102	62		
California	1,070	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	164	-	-	-	-	-		
Colorado	81	1	-	-	-	-	16	-	-	5	11	33	-	-	-	29	4	31	-	-	-	16	2		
Connecticut	157	1	-	-	-	-	2	-	-	2	1	144	-	-	-	16	128	10	-	-	-	8	8		
Delaware	97	1	-	-	-	-	23	-	-	20	3	63	-	-	1	25	37	10	-	-	-	6	3		
Florida	145	4	-	-	3	10	-	-	-	5	3	109	-	-	2	8	17	22	-	-	-	17	4		
Georgia	76	4	-	-	-	-	20	-	-	2	16	45	-	-	9	16	20	7	-	-	-	3	4		
Idaho	8	-	-	-	-	-	36	-	-	4	4	4	-	-	-	3	1	-	-	-	-	-	2		
Illinois	292	11	-	-	-	-	35	-	-	9	23	142	-	-	-	32	103	63	-	-	-	33	30		
Indiana	308	-	-	-	-	-	40	-	-	16	24	254	-	-	-	75	184	9	-	-	-	4	5		
Iowa	21	1	-	-	-	-	6	-	-	1	5	14	-	-	-	-	14	-	-	-	-	-	-		
Kansas	51	-	-	-	-	-	23	-	-	21	2	27	-	-	-	-	27	1	-	-	-	-	1		
Kentucky	40	2	-	-	-	-	36	-	-	2	34	1	-	-	-	-	1	3	-	-	-	2	1		
Louisiana	150	-	-	-	-	-	64	-	-	15	43	59	-	-	-	1	58	25	-	-	-	16	9		
Maine	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Maryland	206	5	-	-	-	-	3	-	-	2	1	175	-	-	1	43	131	23	-	-	-	1	12		
Massachusetts	209	-	-	-	-	-	7	-	-	1	6	110	-	-	-	104	6	7	-	-	-	84	7		
Michigan	225	-	-	-	-	-	36	-	-	8	28	121	-	-	-	17	104	68	-	-	-	30	38		
Minnesota	183	-	-	-	-	-	20	-	-	4	14	138	-	-	3	72	62	25	-	-	-	15	5		
Mississippi	50	-	-	-	-	-	15	-	-	-	15	35	-	-	-	2	35	-	-	-	-	-	-		
Missouri	172	3	-	-	-	-	54	-	-	-	54	105	-	-	-	-	103	5	-	-	-	-	5		
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Nebraska	16	1	-	-	-	-	3	-	-	1	2	8	-	-	-	1	7	4	-	-	-	1	3		
Nevada	30	-	-	-	-	-	-	-	-	-	-	20	-	-	20	-	-	10	-	-	-	-	-		
New Hampshire	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	137	119	-	-	-	18	101		
New Jersey	402	-	-	-	-	-	116	-	-	4	112	167	-	-	-	-	-	-	-	-	-	-	-		
New Mexico	43	-	-	-	-	-	-	-	-	-	-	31	-	-	-	30	1	12	-	-	-	12	-		
New York	247	3	-	-	-	-	46	-	-	-	15	186	-	-	-	16	170	45	-	-	-	19	23		
North Carolina	109	-	-	-	-	-	13	-	-	5	3	88	-	-	12	31	45	5	-	-	-	4	1		
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Ohio	344	1	-	-	-	-	32	-	-	25	7	261	-	-	-	106	155	50	-	-	-	36	14		
Oklahoma	57	-	-	-	-	-	4	-	-	-	4	47	-	-	-	24	23	6	-	-	-	1	5		
Oregon	62	-	-	-	-	-	3	-	-	3	-	31	-	-	-	22	9	28	-	-	-	18	10		
Pennsylvania	238	5	-	-	-	-	14	-	-	3	11	192	-	-	-	18	174	27	-	-	-	18	9		
Rhode Island	36	-	-	-	-	-	45	-	-	-	3	31	-	-	-	3	28	5	-	-	-	3	-		
South Carolina	114	3	-	-	-	-	-	-	-	3	30	49	-	-	8	33	8	14	-	-	-	5	4		
South Dakota	7	-	-	-	-	-	7	-	-	-	7	7	-	-	-	7	10	6	-	-	-	5	-		
Tennessee	43	1	-	-	-	-	6	-	-	-	6	30	-	-	9	9	10	-	-	-	-	2	4		
Texas	549	-	-	-	-	-	96	-	-	17	53	394	-	-	42	140	212	59	-	-	-	35	22		
Utah	29	-	-	-	-	-	4	-	-	-	4	10	-	-	-	5	5	15	-	-	-	15	-		
Vermont	-	2	-	-	-	-	106	-	-	15	71	63	-	-	6	22	35	-	-	-	-	-	-		
Virginia	171	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Washington	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
West Virginia	28	-	-	-	-	-	1	-	-	-	1	20	-	-	-	6	14	7	-	-	-	3	4		
Wisconsin	106	-	-	-	-	-	12	-	-	10	2	72	-	-	-	40	32	22	-	-	-	13	9		
Wyoming	11	-	-	-	-	-	-	-	-	-	-	5	-	-	-	5	-	6	-	-	-	6	-		
Total	6,231	55	-	-	6	20	29	1,049	-	67	204	4,143	3	124	1,570	2,146	1,041	20	23	594	407				

1/ This table summarizes divided highway mileage data for State primary rural systems, secondary rural roads under State control, and municipal extensions of State highway systems.

2/ A divided highway is defined as a road on which opposing streams of traffic are separated by a dividing strip. The dividing strip may be a planted area, railway, or other separating device, the distinguishing feature being that the opposing streams of traffic are prevented from mingling except at interchanging points. The width of the separating strip is not specified. The width of the roadway between the curbs or shoulders of the roadway is not specified. Widths shown are totals for all surfaced lanes and do not include the widths of shoulders.

3/ The width grouping given here differs from those given in previous years. Former groups included

"36 and less than 45 feet", and "45 and less than 55 feet".

4/ Surface types are as follows: D, soil surface; E, slag, gravel, or stone; F, bituminous surface-treated; G-1, mixed bituminous nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous penetration nonrigid base; H-2, bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; L, block. Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States. Where no segregation was reported for them, the mllage was arbitrarily classified as G-1 and H-1.

5/ Includes only rural State primary system mileage.



TABLE EN-101, 1953  
SHEET 1 OF 2  
ISSUED NOVEMBER 1954

STATE HIGHWAY MILEAGE - 1953  
MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS

Compiled for Calendar Year  
from Reports of State Authorities

ACCOUNTING TABLE OF CONSTRUCTION CHANGES																																	
TYPE OF ROAD EXISTING OR BUILT AT BEGINNING OF YEAR	EXISTING MILEAGE AT BEGINNING OF YEAR	NET CHANGES DUE TO REVISIONS OR TRANSFERS	TYPE OF ROAD REPLACED OR ABANDONED													SUMMARY OF CONSTRUCTION CHANGES							NET TOTAL CHANGE IN MILEAGE (22-23)	EXISTING MILEAGE AT END OF YEAR (1+24)									
			A	B	C	D	E	F	G-1	G-2	H-1	H-2	I	J	K	L	MILEAGE BUILT DURING YEAR				MILEAGE OF FORMER TYPES REPLACED	NET MILEAGE ADDED DUE TO CONSTRUCTION (21-22)											
																	PRIMITIVE	UNIMPROVED	GRADED AND DRAINED	SOLI-SURFACED					SLAG, GRAVEL, OR STONE	BITU-MINIOUS SURFACE TREATED	MIXED BITU-MINIOUS 2/3	MIXED BITU-MINIOUS 3/4	BITU-MINIOUS TRACTION 3/4	BITU-MINIOUS CONCRETE AND SKEET ASPHALT	PORTLAND CONCRETE	BRICK	TOTAL
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)									
SUMMARY OF MILEAGE CHANGES																																	
Abandoned	**	**	9	43	31	34	68	19	17	11	1	5	13	7	-	-	**	**	**	**	(258)	**	**	**									
A	2,355	81	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	260	-260	-179	2,176									
B	26,671	-1,235	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	2,005	-2,005	-3,240	23,431									
C	25,477	-683	81	136	336	96	370	20	56	19	-	1	-	5	-	-	361	567	336	1,264	5,579	-4,315	20,479										
D	38,999	325	26	708	1,194	1,769	84	64	103	45	-	-2	-	-	-	-	1,953	84	1,769	3,806	4,595	-789	38,535										
E	50,860	369	80	344	1,993	2,411	3,014	2,055	60	70	15	241	113	4	-	-	2,705	464	3,014	5,344	5,375	-3,161	89,168										
F	149,616	2,555	8	714	1,268	2,153	2,562	2,055	80	70	15	241	113	34	-	-	2,730	5,208	2,055	9,593	5,375	-6,813	155,459										
G-1 2/3	41,545	-23	3	29	128	17	825	495	1,219	14	2	97	83	3	-	-	214	1,356	1,219	2,789	2,675	114	41,682										
G-2 3/4	64,167	-179	14	5	169	22	1,437	854	749	1,583	3	3	247	247	13	-	378	3,505	1,583	5,466	2,460	3,006	66,994										
H-2 3/4	7,080	-19	-	-	31	2	539	627	12	17	15	217	28	4	-	-	65	1,252	217	1,534	962	572	31,105										
I	66,223	-58	8	24	304	227	358	1,113	399	664	99	387	1,709	3,612	133	6	738	6,958	1,709	9,445	2,067	7,378	73,012										
J	83,348	-611	31	2	65	10	92	42	39	37	9	12	115	497	11	-	490	367	497	1,354	4,113	-1,059	79,888										
K	1,792	-99	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	5	5	170	-8	87										
L	1,180	-87	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	3	3	9	-93	87										
Total	627,708	1,300	260	2,005	5,579	4,595	9,344	5,375	2,675	2,460	278	962	2,067	4,413	170	9	9,235	19,968	12,541	41,744	40,192	1,552	2,852	630,560									
PRIMARY RURAL STATE HIGHWAYS																																	
Abandoned	**	**	1	2	13	20	37	13	16	11	1	4	5	7	-	-	**	**	**	**	(130)	**	**	**									
A	673	86	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	147	-147	-61	612									
B	2,680	-1,396	66	32	139	26	305	20	56	19	-	1	-	4	-	-	222	431	139	792	1,454	-1,555	1,125										
C	6,607	1,191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,454	-662	-471	6,136										
D	3,704	-125	2	51	51	19	10	-	95	14	-	-2	105	27	-	-	75	10	19	345	241	-366	3,338										
E	37,639	2,071	2	51	631	218	1,358	1,421	72	65	15	167	105	27	-	-	554	2,087	1,959	4,353	6,117	-3,406	37,236										
F	85,538	85,538	-	-	-	-	-	-	72	65	15	167	105	27	-	-	905	2,087	1,421	4,353	4,117	236	2,307	87,845									
G-1 2/3	36,455	2	-	10	34	7	735	483	1,153	11	1	92	63	1	-	-	110	1,238	1,153	2,501	2,513	-12	36,445										
G-2 3/4	56,909	1,543	14	5	148	22	1,282	741	692	1,496	89	15	63	206	3	-	330	3,103	1,496	4,969	2,292	2,637	61,089										
H-2 3/4	16,336	407	-	-	-	5	53	391	62	17	15	144	18	-	2	-	1	137	89	227	737	-74	16,668										
I	48,654	-389	1	14	60	10	292	895	384	595	88	316	1,415	3,261	81	-	371	5,882	1,415	7,668	1,704	5,964	54,299										
J	69,503	-524	31	1	62	10	68	38	32	34	9	11	55	440	5	-	400	299	440	1,139	3,950	-480	66,568										
K	557	1	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	5	93	-4	15										
L	19	-4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15										
Total	370,576	5,083	147	159	1,454	345	6,114	4,117	2,513	2,292	220	737	1,704	3,950	93	-	2,978	13,830	8,280	25,088	23,845	1,243	6,326	376,902									
MUNICIPAL EXTENSIONS OF STATE HIGHWAY SYSTEMS																																	
Abandoned	**	**	-	4	-	2	1	-	1	-	-	1	2	-	-	-	**	**	**	**	(11)	**	**	**									
A	36	-20	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	1	-21	15										
B	416	145	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	102	-102	43										
C	235	30	-	2	2	-	3	-	-	-	-	-	-	1	-	-	4	4	2	10	81	-71	194										
D	211	77	-	6	4	6	2	-	8	1	-	-	8	-	-	-	11	2	6	19	52	-33	255										
E	1,006	641	-	85	11	34	42	89	2	1	-	5	8	-	-	-	128	101	89	318	169	-96	910										
F	5,593	641	-	-	-	34	49	2	2	1	-	-	-	-	-	-	128	101	89	318	260	50	6,292										
G-1 2/3	2,221	37	-	-	8	-	13	8	53	80	1	3	-	1	-	-	12	26	53	91	140	-49	2,209										
G-2 3/4	3,586	51	-	-	3	-	28	37	54	80	1	3	20	41	4	-	25	188	80	293	140	153	3,790										
H-2 3/4	1,767	256	-	-	-	-	11	37	54	80	1	3	20	41	4	-	2	53	18	73	80	-7	2,016										
I	10,284	-12	1	3	20	8	9	84	15	52	9	18	5	339	43	6	74	617	260	951	316	635	10,907										
J	10,191	-28	-	1	3	-	11	1	7	3	-	1	19	35	9	-	78	51	260	951	439	-255	10,491										
K	1,122	-86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	-142	980										
L	153	-81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-37	66										
Total	37,797	1,050	1	102	81	52	169	260	140	140	18	80	316	439	56	6	362	1,059	612	2,033	1,860	173	1,223	39,020									

TABLE SM-101, 1953  
SHEET 2 OF 2  
ISSUED NOVEMBER 1954

MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS

Compiled for Calendar Year  
from Reports of State Authorities

[illegible]

1/ Segregation according to base course (nonrigid and rigid) for G and H surface types is not uniform for all States.

i) segregation according to base course (nonrigid and rigid) for G and H surface types

2/	Nonrigid base.
3/	Rigid base.

ॐ नमो भगवते वासुदेवाय



EXISTING MILEAGE OF FEDERAL AND STATE PARK, FOREST, RESERVATION ROADS, ETC.-1953  
CLASSIFIED BY TYPE OF SURFACE

TABLE OSM, 1953  
ISSUED NOVEMBER 1954

Compiled for Latest Available Year  
from State Highway Planning Survey Data

STATE	UNDER FEDERAL CONTROL						UNDER STATE CONTROL 2/									
	NONSURFACED MILEAGE			SURFACED MILEAGE			NONSURFACED MILEAGE			SURFACED MILEAGE						
	TOTAL	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINAGE	TOTAL	SOIL-SURFACED	SLAG, GRAVEL, OR STONE	LOW-TYPE BITU-MINIOUS	HIGH-TYPE BITU-MINIOUS	PORTLAND CEMENT CONCRETE	TOTAL	SOIL-SURFACED	SLAG, GRAVEL, OR STONE	LOW-TYPE BITU-MINIOUS	HIGH-TYPE BITU-MINIOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK
Alabama	8,480	6,909	1,571	51	1,162	340	18	-	-	2	-	1	-	-	-	-
Arizona	1,067	383	684	149	1,253	330	87	-	-	-	-	7	-	-	-	-
Arkansas	19,263	17,441	1,827	111	87	20	-	-	-	-	-	-	-	-	-	-
California	788	677	111	4	87	20	-	-	-	-	-	-	-	-	-	-
Colorado	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Connecticut	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	1,126	1,060	66	57	8	-	-	-	-	3	7	-	1	15	-	-
Georgia	56	55	1	-	-	-	-	-	-	17	35	137	5	-	17	-
Iaho	8,391	7,443	948	-	923	25	1	-	-	22	-	12	9	1	-	-
Illinois	-	-	-	-	-	-	-	-	-	3	-	-	3	-	-	-
Indiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Iowa	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kansas	12	-	12	-	3	7	9	-	-	-	-	-	-	-	-	-
Kentucky	327	49	278	-	259	-	-	-	-	-	-	-	-	-	-	-
Louisiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	89	-	89	-	44	13	32	-	-	115	-	90	25	-	52	-
Maryland	-	-	-	-	-	-	-	-	-	-	-	70	5	-	1	-
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-
Michigan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minnesota	1,427	503	924	-	923	1	-	-	-	419	-	417	2	-	-	-
Mississippi	1,029	186	843	2	786	40	15	-	-	-	-	-	-	-	-	-
Missouri	1,088	285	803	-	803	-	-	-	-	-	-	-	-	-	-	-
Montana	6,699	5,430	1,269	-	1,043	166	-	-	-	-	-	-	-	-	-	-
Nebraska	259	235	24	-	19	-	4	-	-	15	-	13	-	-	2	-
Nevada	128	10	118	-	-	-	3	-	-	-	-	-	-	15	-	-
New Hampshire	-	-	-	-	108	-	-	-	-	-	-	-	-	160	-	-
New Jersey	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Mexico	4,158	3,829	329	-	319	7	3	-	-	588	22	101	27	182	256	-
New York	1,268	591	677	103	421	34	119	-	-	24	-	12	10	-	-	-
North Carolina	474	127	347	-	346	1	-	-	-	-	-	-	-	-	-	-
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oklahoma	338	98	240	-	196	8	35	-	-	88	-	-	-	88	-	-
Oregon	14,528	10,595	3,933	6	3,771	50	103	-	-	218	22	159	20	17	-	-
Pennsylvania	332	199	133	-	69	64	-	-	-	655	-	94	219	-	336	-
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Dakota	1,126	780	346	-	304	42	5	-	-	48	22	8	52	3	1	-
Tennessee	683	76	607	-	534	65	-	-	-	258	2	229	25	2	-	-
Texas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utah	5,855	4,473	1,382	-	750	207	385	-	-	-	-	-	-	-	-	-
Vermont	1,094	10	1,084	320	328	6	-	-	-	66	-	50	12	4	-	-
Virginia	-	-	-	-	-	-	-	-	-	12	-	-	-	-	-	-
Washington	6,977	558	799	-	764	35	-	-	-	83	-	35	38	7	3	-
West Virginia	514	430	84	-	84	-	-	-	-	322	-	322	60	-	-	-
Wisconsin	390	246	144	13	140	-	-	-	-	74	1	13	-	-	-	-
Wyoming	1,988	1,449	403	53	473	50	16	-	-	-	-	-	-	-	-	-
Total	89,990	69,811	39,223	705	16,616	1,228	820	110	88 miles; and the Pennsylvania Turnpike System 320 miles.	4,931	126	2,005	608	681	620	7

1/ Includes only the mileage of roads not forming a part of the State or local highway systems.  
2/ Toll roads are included as follows: Colorado, Denver-Boulder Turnpike 17 miles; Florida, Biscayne Trail 15 miles; Maine Turnpike 45 miles; New Hampshire Turnpike 15 miles; New Jersey Turnpike 110 miles; New York State parkways 13 miles; and the New York Thruway 80 miles; Oklahoma, Turner Turnpike

88 miles; and the Pennsylvania Turnpike System 320 miles.  
3/ Primitive and unimproved mileage included with graded and drained. Complete classification is not available.

# EXISTING MILEAGE OF COUNTY AND OTHER LOCAL RURAL ROADS—1953

## CLASSIFIED BY TYPE OF SURFACE <sup>1/</sup>

TABLE 14-C, 1953  
ISSUED NOVEMBER 1954

Compiled for Latest Available Year  
from State Highway Planning Survey Data

STATE	TOTAL 2/	NONSURFACED				SURFACED					
		TOTAL	PRIMITIVE AND UNIMPROVED	GRAVEL AND DRAINED	TOTAL	SOIL- SURFACED	SLAG, GRAVEL, OR STONE	LOW- TYPE PITTL- MINOUS	HIGH- TYPE PITTL- MINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK
Alabama 3/	14,398	16,207	8,791	7,416	13,191	9,121	17,113	6,771	108	114	4
Arizona	16,306	10,494	8,770	1,724	5,812	421	3,270	1,909	173	-	-
Arkansas	55,993	33,788	13,150	20,638	22,205	29	21,415	486	486	17	-
California	81,188	26,108	8,652	17,456	55,080	15,001	9,470	28,548	1,061	1,000	-
Colorado	61,453	16,425	26,425	20,155	14,873	-	14,080	34	723	16	-
Connecticut	7,929	264	255	9	7,665	5	1,527	5,180	928	23	-
Delaware 3/	30,929	19,694	4,861	14,833	11,235	2,787	2,531	5,382	323	42	164
Georgia	69,516	50,629	5,420	45,209	18,487	8,833	6,410	1,073	449	118	4
Iaaho	27,183	11,088	6,152	4,936	16,095	182	11,504	1,926	182	5	-
Illinois	91,391	12,232	1,319	10,913	81,179	9,815	12,119	6,066	1,70	2,338	181
Indiana	75,730	8,640	4,317	4,313	67,100	160	51,545	9,005	1,253	1,074	54
Iowa	92,168	23,603	2,151	21,452	68,565	602	67,013	517	110	103	-
Kansas	116,123	68,604	14,573	54,071	47,479	189	44,759	2,154	171	184	22
Kentucky	13,170	21,005	20,362	643	22,462	31	18,957	1,338	124	15	-
Louisiana	25,907	14,353	2,572	11,787	11,548	-	11,534	11,534	256	16	-
Maine	8,119	36	24	12	8,103	9	7,263	814	15	2	-
Maryland	12,727	1,733	450	1,283	10,594	1,040	1,643	5,026	287	202	-
Massachusetts	15,285	1,003	606	397	14,282	331	13,951	3,014	1,418	35	3
Michigan	84,880	25,082	16,816	8,266	59,598	-	46,213	11,953	255	1,141	-
Minnesota	97,532	19,798	6,601	13,197	77,734	446	73,114	4,139	19	45	1
Mississippi	53,916	22,435	17,055	5,378	31,483	1,280	28,013	1,744	260	124	62
Missouri	76,230	20,482	2,428	18,054	57,748	699	54,550	2,101	193	203	2
Montana	54,170	42,573	29,571	13,002	11,997	-	11,251	344	-	2	-
Nebraska	90,174	62,340	54,404	7,936	27,834	103	27,434	710	28	41	18
Nevada	19,678	18,025	16,472	1,553	1,693	90	1,425	138	-	-	-
New Hampshire	8,585	3,022	1,250	1,593	5,563	-	1,746	1,804	8	-	5
New Jersey	15,324	3,205	2,250	955	12,119	-	4,656	5,826	1,019	512	-
New Mexico	45,820	44,052	39,324	4,728	1,768	-	1,533	133	102	-	39
New York	72,831	-	-	-	72,831	16,417	23,077	16,746	15,142	1,510	-
North Carolina 3/	107,491	-	59,956	21,335	26,700	-	26,122	46	40	2	-
North Dakota	66,160	1,917	196	1,521	64,243	1	37,376	15,339	10,066	414	47
Ohio	81,764	57,138	1,740	51,458	24,566	-	22,787	1,776	819	184	-
Oklahoma	32,308	11,059	(b/)	13,059	19,249	-	14,461	4,383	-	-	-
Pennsylvania	45,743	25,533	-	25,533	20,210	-	12,327	5,426	1,444	456	57
Rhode Island	1,095	111	73	18	984	28	501	189	66	-	-
South Carolina	26,235	19,294	17,251	2,043	6,941	3,731	25,151	1,167	43	-	-
South Dakota	82,006	56,109	27,182	28,927	25,897	-	39,984	8,052	1,75	103	17
Tennessee	56,224	7,762	4,799	2,963	48,462	131	42,836	1,102	15	1	-
Texas	153,756	101,562	42,419	59,143	52,134	-	42,836	8,502	358	486	12
Utah	16,732	9,792	6,593	3,199	6,940	-	6,015	1,102	139	19	-
Vermont	11,083	2,657	980	1,677	8,426	2,483	4,825	1,469	8	-	-
Virginia 3/	512	-	-	-	512	35	-	-	-	-	-
Washington	39,455	9,063	3,892	5,171	30,392	4	21,163	8,064	585	553	23
West Virginia 3/	1,682	936	914	22	746	337	298	91	3	17	-
Wisconsin	76,176	8,045	1,347	6,698	68,131	3,214	46,673	16,722	1,090	432	-
Wyoming	19,575	15,498	10,342	5,156	4,077	-	3,625	383	69	-	-
Total	2,322,012	1,036,916	495,524	541,392	1,285,096	77,631	942,446	203,769	42,755	11,771	724

<sup>1/</sup> Complete surface type classification was not available for all States.

<sup>2/</sup> Because of reinventory, transfer of mileage to or from the State systems, or reclassification of rural roads to municipal, some of the mileages in this column differ substantially from those reported for former years.

<sup>3/</sup> County roads are under State control in the following States: Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia. See Table SM-1A "Existing mileage of State Highway Systems - Summary - 1953".

<sup>4/</sup> Includes some mileage of "primitive and unimproved". Segregation was not available.



# EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES—1953 CLASSIFIED BY SYSTEM

TABLE M-1, 1953  
ISSUED NOVEMBER 1954

Compiled for Latest Available Year  
from State Highway Planning Survey Data

STATE	UNDER STATE CONTROL					RURAL MILEAGE					UNDER FEDERAL CONTROL 5/					UNDER STATE CONTROL					MUNICIPAL MILEAGE					TOTAL RURAL AND MUNICIPAL MILEAGE
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	OTHER STATE ROADS	TOTAL	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER LOCAL ROADS	TOTAL	NATIONAL FOREST HIGHWAYS	INDIAN RESER- VATION ROADS	OTHER NATIONAL ROADS	TOTAL	EXTER- NALS OF STATE PRIMARY SYSTEMS	EXTER- NALS OF STATE SECONDARY SYSTEMS	TOTAL	EXTER- NALS OF COUNTY TOWNSHIP ROADS	LOCAL CITY STREETS	TOTAL	MUNICIPAL MILEAGE							
Alabama	6,981	4,212	-	11,193	49,398	-	-	49,398	-	4,396	-	512	8,480	877	-	98	-	6,310	6,310	7,187	67,778					
Alaska	3,859	-	3	3,862	16,306	-	33	16,306	3,572	-	-	-	8,480	-	-	-	-	1,686	1,686	1,784	30,372					
Arizona	9,446	-	7	9,453	55,993	-	-	55,993	1,067	-	-	-	1,067	-	-	-	-	3,846	3,846	4,184	71,280					
Arkansas	12,643	-	-	12,643	81,188	-	14,523	81,188	19,268	-	-	-	19,268	1,278	-	-	-	23,275	23,275	24,553	137,652					
California	7,514	9,117	17	7,531	61,453	26,431	-	61,453	653	19	116	-	788	337	-	337	4,255	4,255	4,592	74,364						
Colorado	8,262	3,300	188	8,650	7,969	-	-	7,969	-	-	-	-	-	80	-	80	4,194	4,194	4,573	15,277						
Connecticut	8,643	1,869	26	10,538	30,929	-	-	30,929	736	-	390	-	1,126	1,137	-	101	11,434	11,434	12,672	55,225						
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Florida	13,527	-	32	13,559	69,516	69,516	-	69,516	56	-	9	-	56	1,570	-	1,570	5,200	7,765	9,335	92,466						
Georgia	4,533	-	-	4,533	27,183	7,870	-	27,183	7,870	512	-	-	8,391	1,007	-	1,007	2,061	2,061	2,269	42,381						
Idaho	10,471	-	-	10,471	93,391	93,391	-	93,391	-	-	-	-	-	1,807	-	1,807	17,354	17,354	19,161	123,023						
Illinois	9,753	-	-	9,753	75,730	75,730	-	75,730	-	-	-	-	-	904	-	904	11,067	11,067	11,971	97,454						
Indiana	8,661	-	118	8,779	92,168	92,168	-	92,168	-	-	-	-	-	1,046	-	1,046	10,160	10,160	11,206	112,173						
Iowa	9,425	-	-	9,425	116,123	116,123	-	116,123	-	-	12	-	12	519	-	519	6,940	6,940	7,459	133,019						
Kansas	16,311	-	-	16,311	43,470	43,470	-	43,470	159	-	168	-	327	641	-	641	2,760	2,760	3,401	63,509						
Kentucky	2,210	11,873	-	14,083	25,907	25,907	-	25,907	-	-	-	-	-	631	-	631	5,297	5,297	5,640	46,581						
Louisiana	2,924	7,664	128	10,716	81,337	81,337	-	81,337	29	-	60	-	89	237	-	237	1,146	1,146	1,618	20,562						
Maryland	4,546	-	-	4,546	12,327	12,327	-	12,327	-	-	-	-	-	250	-	250	2,440	2,440	2,682	19,675						
Massachusetts	1,978	-	123	2,101	15,925	15,925	-	15,925	-	-	-	-	-	131	-	131	6,349	6,349	6,480	24,506						
Michigan	8,271	-	-	8,271	84,686	84,686	-	84,686	-	-	-	-	-	1,030	-	1,030	12,630	12,630	14,122	107,073						
Minnesota	10,364	-	1,256	11,620	41,742	41,742	-	41,742	1,011	468	8	-	1,427	1,472	-	1,472	8,815	10,472	11,944	122,523						
Mississippi	7,240	-	-	7,240	53,916	53,916	-	53,916	904	-	125	-	1,029	537	-	537	3,398	3,398	3,556	66,278						
Missouri	7,904	12,260	-	20,164	78,230	78,230	-	78,230	1,088	-	295	-	1,088	1,026	-	1,026	10,650	10,650	11,676	111,159						
Montana	5,516	-	-	5,516	54,170	54,170	-	54,170	5,650	754	-	-	6,699	164	-	164	1,518	1,518	1,732	71,580						
Nebraska	9,417	-	33	9,450	90,174	90,174	-	90,174	113	-	146	-	259	411	-	411	5,047	5,047	5,458	105,341						
Nevada	2,132	3,735	8/ 15	5,867	19,678	19,678	-	19,678	-	-	-	-	-	20	-	20	506	506	578	26,123						
New Hampshire	1,485	2,161	8/ 582	3,646	15,324	15,324	-	15,324	-	-	-	-	-	113	-	113	9,402	9,402	11,706	28,841						
New Jersey	1,229	-	-	1,229	-	-	-	-	-	-	-	-	-	546	-	546	-	-	-	-	-					
New Mexico	10,682	-	3	10,685	45,820	45,820	-	45,820	2,631	1,493	34	-	4,158	411	-	411	1,494	1,494	1,905	62,568						
New York	12,938	-	8/ 621	13,559	72,831	72,831	-	72,831	845	115	308	-	1,268	1,126	-	1,126	16,800	16,800	18,937	103,327						
North Carolina	10,770	-	45	10,815	65,785	65,785	-	65,785	-	-	-	-	-	244	-	244	5,968	5,968	6,437	75,490						
North Dakota	6,480	-	-	6,480	107,491	107,491	-	107,491	-	437	37	-	474	250	-	250	1,474	1,474	2,040	116,735						
Ohio	16,019	-	-	16,019	28,753	28,753	-	28,753	-	-	-	-	-	2,384	-	2,384	13,928	13,928	15,312	98,491						
Oklahoma	9,768	-	8/ 88	9,856	81,764	81,764	-	81,764	-	338	-	-	338	568	-	568	4,144	4,144	4,726	92,253						
Oregon	4,492	2,145	-	6,637	31,156	31,156	-	31,156	13,024	1,295	209	-	14,528	393	-	393	4,161	4,161	4,726	59,266						
Pennsylvania	12,796	25,280	8/ 3,660	41,736	44,978	44,978	-	44,978	209	4	119	-	332	3,026	-	3,026	11,860	11,860	17,149	104,960						
Rhode Island	599	-	64	663	1,095	1,095	-	1,095	-	-	-	-	-	265	-	265	2,046	2,046	2,311	4,069						
South Carolina	8,116	13,482	-	21,720	26,235	26,235	-	26,235	-	-	-	-	-	716	-	716	2,500	2,500	2,567	52,522						
South Dakota	6,492	-	63	6,555	61,864	61,864	-	61,864	-	-	84	-	1,126	225	-	225	2,033	2,033	2,258	91,945						
Tennessee	7,464	-	355	7,819	56,196	56,196	-	56,224	535	-	148	-	683	671	-	671	4,370	4,370	5,041	69,767						
Texas	42,874	-	-	42,874	153,756	153,756	-	153,756	-	-	-	-	-	2,512	-	2,512	25,795	25,795	28,307	224,937						
Utah	4,608	-	-	4,608	16,732	16,732	-	16,732	4,073	512	1,270	-	5,855	593	-	593	3,062	3,062	3,655	31,050						
Vermont	1,791	-	68	1,859	11,083	11,083	-	11,083	14	-	8	-	22	165	-	165	656	656	821	13,765						
Virginia	7,868	39,732	12	47,612	512	512	-	512	593	-	501	-	1,094	804	-	804	3,775	3,775	5,022	54,240						
Washington	3,824	2,019	143	5,986	39,455	39,455	-	39,455	6,187	712	78	-	6,977	326	-	326	6,160	6,160	6,624	59,042						
West Virginia	4,487	26,233	322	31,042	18,577	18,577	-	18,577	514	-	-	-	3,238	127	-	127	2,150	2,150	2,276	36,318						
Wisconsin	10,036	-	80	10,116	15,075	15,075	-	15,075	-	303	-	-	1,968	1,254	-	1,254	7,738	7,738	9,230	29,130						
Wyoming	4,781	-	-	4,781	19,575	19,575	-	19,575	1,353	-	308	-	-	-	-	-	1,169	1,169	1,889	27,200						
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Total	376,992	214,638	8,978	600,518	563,189	48,307	2,322,012	72,378	12,667	4,945	89,990	33,233	5,767	39,020	11,578	303,072	314,650	353,670	3,366,190							
<p>1/ Includes mileage of county roads under State control in Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia; 6,611 miles designated as farm-to-market system in Louisiana; State-aid system in Maine; and 19 miles of State-aid roads in Montana.</p> <p>2/ Includes mileage of State park, forest, institutional, toll, and other roads, rural and municipal, that are not a part of the State or local highway systems.</p> <p>3/ Includes local roads designated as State-aid mileage as follows: Illinois 19,983 miles; Minnesota 15,634 miles; and Vermont 2,350 miles.</p> <p>4/ Roads not on county, town, or township systems. The mileage shown for California, Colorado, and Wyoming has not been classified by administrative system.</p>																										

1/ Includes mileage of county roads under State control in Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia; 6,611 miles designated as farm-to-market system in Louisiana;

2/ Includes mileage of State park, forest, institutional, toll, and other roads, rural and municipal, that are not a part of the State or local highway systems.

3/ Includes local roads designated as State-aid mileage as follows: Illinois 19,883 miles; Minnesota 15,634 miles; and Vermont 2,950 miles.

4/ Roads not on county, town, or township systems. The mileage shown for California, Colorado, and Wyoming has not been classified by administrative system.

5/ Includes only the mileage of roads not forming a part of the State or local highway system.

6/ Municipal extensions of county, town, and township roads cannot be segregated for all States.

7/ Mileage previously reported here is now a part of the State primary and local road systems.

8/ Toll roads are included as follows: Colorado, Denver-Boulder Turnpike 17 miles; Connecticut, Merritt and Milbur Cross Parkways 67 miles; Florida, Biscayne Trail 15 miles; Georgia, Brunswick-St. Simon Highway 11 miles; Maine Turnpike 45 miles; New Hampshire, New Hampshire Turnpike 15 miles; New Jersey Turnpike 118 miles; New York county parkways 26 miles; State parkways 13 miles, and the New York State Thruway 80 miles; Oklahoma, Turner Turnpike 88 miles; Pennsylvania Turnpike System 328 miles.

# EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES - 1953

Compiled for latest available year  
from State Highway Planning Survey Data

## CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE M-2, 1957  
ISSUED NOVEMBER 1954

[illegible]



EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES—1953  
CLASSIFIED BY TYPE OF SURFACE<sup>1/</sup>

Compiled for Latest Available Year from State Highway Planning Survey Data

TABLE M-3, 1953  
ISSUED NOVEMBER 1954

STATE	TOTAL EXISTING	TOTAL NON- SURFACED	TOTAL SURFACED	RURAL MILEAGE					MUNICIPAL MILEAGE				
				TOTAL	NON- SURFACED	SURFACED MILEAGE 2/			TOTAL	NON- SURFACED	SURFACED MILEAGE 2/		
						D 3/	E 3/	F G-1 H-1			TOTAL	D E	F G-1 H-1 J K L
Alabama	67,778	17,874	49,904	60,591	17,487	43,104	19,156	9,365	7,187	387	6,800	2,596	1,640
Arizona	30,372	18,179	12,193	28,648	17,454	10,994	4,625	3,595	4,520	255	1,199	1,724	254
Arkansas	71,280	35,056	36,224	66,513	34,421	32,092	23,782	1,017	4,767	635	4,132	1,834	1,887
California	137,652	46,219	91,433	113,099	43,842	69,257	17,242	31,450	24,553	2,377	22,176	805	16,355
Colorado	74,364	48,079	26,285	69,772	47,534	22,238	15,971	1,65	4,592	545	4,047	1,585	8
Connecticut	15,277	312	14,965	10,479	275	10,204	1,664	5,962	4,798	37	4,761	2,812	2,514
Delaware	4,415	811	3,604	3,842	680	3,162	1,31	1,838	573	131	442	80	233
Florida	59,225	23,536	35,689	42,553	20,853	21,730	2,576	13,984	12,672	2,713	9,959	1,836	5,574
Georgia	92,466	59,910	32,556	83,131	52,071	31,060	6,958	8,297	9,335	3,839	5,496	583	1,006
Idaho	46,281	23,411	22,870	18,943	12,120	21,169	15,070	3,507	2,269	297	1,972	916	67
Illinois	123,823	44,413	79,410	103,082	42,820	60,262	28,141	6,396	19,161	2,193	16,968	6,104	1,656
Indiana	97,954	39,463	58,491	67,569	8,630	76,453	160	10,119	11,971	695	11,116	3,790	5,361
Iowa	112,173	25,761	86,412	100,967	23,621	77,346	68,772	1,545	11,206	2,140	9,066	4,57	5,188
Kansas	133,019	71,218	61,801	125,560	58,562	66,998	45,435	8,043	5,239	2,620	5,239	2,486	596
Kentucky	63,909	21,365	42,544	60,168	21,126	39,042	24,272	8,245	3,401	1,148	3,166	651	1,956
Louisiana	46,581	15,509	31,072	39,170	14,361	25,609	18,624	22	6,611	1,148	5,463	2,706	110
Maine	20,562	40	20,522	18,944	36	18,908	9,215	8,367	1,618	4	1,614	211	1,066
Maryland	19,675	1,789	17,886	16,873	1,733	15,140	3,653	7,499	2,802	56	2,746	136	783
Massachusetts	24,506	1,052	23,454	18,026	1,003	17,023	10,121	3,760	6,082	49	6,031	276	1,453
Michigan	107,073	26,360	80,713	92,951	25,127	67,824	47,202	14,470	11,122	1,233	12,889	2,746	4,353
Minnesota	122,323	23,289	99,034	110,579	21,139	89,440	75,835	6,780	11,944	2,150	9,794	2,841	3,917
Mississippi	66,278	22,842	43,436	62,185	22,619	39,566	30,600	4,644	1,093	223	3,870	1,418	1,133
Missouri	111,158	23,961	87,197	99,482	20,768	78,714	64,242	8,447	11,676	5/ 3,193	8,483	5/ 1,119	3,173
Montana	71,320	49,267	22,053	69,788	48,783	21,005	14,651	3,177	1,732	464	1,248	516	500
Nebraska	105,341	63,717	41,624	99,883	62,673	37,210	32,324	3,034	5,458	1,044	4,414	2,406	228
Nevada	26,121	18,905	7,218	18,852	2,693	16,159	10,129	3,867	1,36	53	1,36	104	248
New Hampshire	13,654	3,053	10,601	12,374	3,035	9,339	3,957	4,765	1,280	18	1,280	104	910
New Jersey	26,841	3,874	22,967	17,135	3,357	13,808	4,874	6,013	11,706	547	11,159	1,460	4,383
New Mexico	51,093	11,475	39,618	60,663	50,544	10,119	3,805	1,785	1,905	549	1,356	673	206
New York	103,327	1,127	102,200	86,390	33	86,357	23,184	17,281	16,337	1,094	15,843	1,683	6,754
North Carolina	75,490	14,885	60,605	67,053	13,390	53,663	13,437	18,659	8,437	1,495	6,942	1,926	780
North Dakota	82,234	82,234	34,501	114,445	81,722	32,723	30,126	719	2,290	512	1,778	1,338	124
Ohio	90,491	2,055	88,436	92,179	1,919	80,260	38,252	20,073	16,312	136	16,176	2,015	4,968
Oklahoma	99,253	59,179	40,074	57,546	24,354	33,192	24,589	3,881	7,295	1,633	5,662	2,515	595
Oregon	59,268	25,031	34,237	54,542	24,354	30,188	19,360	6,838	4,049	677	4,049	1,341	209
Pennsylvania	104,960	31,294	73,666	87,811	29,022	58,789	18,344	18,838	17,149	2,272	14,877	1,903	6,202
Rhode Island	4,069	431	3,638	1,798	127	1,631	520	804	2,007	304	2,007	174	1,050
South Carolina	92,582	26,735	65,847	47,955	25,640	22,315	14,994	1,054	4,567	1,095	3,472	1,056	1,697
South Dakota	57,601	57,601	34,264	89,687	57,039	32,648	28,017	1,600	2,598	642	1,942	1,211	114
Tennessee	69,767	8,049	61,718	64,766	7,935	56,791	11,043	11,175	5,041	114	4,927	1,270	110
Texas	224,937	107,865	117,072	196,630	101,603	95,027	42,902	38,441	28,307	4,262	22,045	8,037	9,585
Utah	31,950	15,255	16,695	15,795	14,880	12,575	7,859	1,404	3,655	4,35	3,220	1,337	1,084
Vermont	13,745	2,682	11,063	12,964	2,663	10,301	5,142	1,619	821	9	812	168	799
Virginia	54,840	2,952	51,888	49,218	2,765	46,453	38	20,740	5,022	197	4,825	239	692
Washington	59,042	16,468	42,574	52,438	15,338	37,080	22,168	10,078	6,624	1,130	5,494	1,144	1,368
West Virginia	26,195	13,808	12,387	13,452	19,746	1,590	8,535	4,423	2,961	316	2,645	753	421
Wisconsin	95,930	8,649	87,281	85,681	8,500	78,391	46,036	19,919	9,939	349	8,890	1,211	3,751
Wyoming	27,200	17,121	10,079	26,344	17,043	9,301	4,268	1,748	778	74	1,015	411	16
Dist. of Col.	1,189	174	1,015	1,015	-	-	-	-	1,189	-	-	-	156
Total	3,366,190	1,205,880	2,160,310	3,012,520	1,157,076	1,855,444	1,054,329	402,564	353,670	48,804	304,866	70,038	102,617

1/ For more detail of surface types by systems, see table series SM for 1953 and Table FM-O.  
2/ Surface types indicated by symbols in these columns are as follows: D, soil surface; E, flag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, nonrigid base; G-2, mixed bituminous, rigid base; H-1, bituminous penetration, nonrigid base; H-2, bituminous penetration, rigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick and L, block. Segregation according to base course (nonrigid and rigid), for G and H surface types is not uniform for all States. Where no segregation was reported, the mileage was arbitrarily classified as G-1 and H-1.  
3/ Complete segregation of surface types D and E is not available.  
4/ Some soil and gravel surfaces included with bituminous surfaced mileage. Complete classification is not available.  
5/ Non surfaced mileage includes soil and gravel surfaces. Complete classification is not available.





## FEDERAL AID

### FEDERAL-AID SYSTEM MILEAGE

As of January 1, 1954, the approved Federal-aid primary highway system in the continental United States consisted of 232,718 miles of roads and streets in rural and urban areas. (An additional 1,105 miles of the Federal-aid primary highway system are in Hawaii and Puerto Rico.) Approximately 98 percent of these roads, selected jointly by the States and the Federal Government, are on the State highway systems and comprise 35.5 percent of all State system mileage.

The designated National System of Interstate Highways of nearly 38,000 miles is included with the mileage of the Federal-aid primary highway system. Interstate system tables 1 and 2, as of December 31, 1952, give the mileage by States, a summary by widths, and the average daily traffic volumes.

The Federal-aid secondary highway system in the United States includes 468,767 miles, of which half are on the State systems and half are on local roads and streets. (There are 1,560 miles of Federal-aid secondary highway routes in Hawaii and Puerto Rico.)

Mileage in the continental United States eligible for Federal-aid thus totals 701,000 miles and represents 20.8 percent of all of the mileage of roads and streets in the United States.

Additional details of Federal-aid mileage, existing and built, are given in tables FM-2 and 3, and FB-2, 3, and 4. The mileage built on the Federal-aid systems (series FB) includes all construction with and without Federal participation. This mileage is not additive to that shown in the SMB series.

### CURRENT FEDERAL-AID CONSTRUCTION

The Federal-aid Highway Act of 1954 authorized \$875 million for each of the fiscal years 1956 and 1957 for construction and reconstruction of highways on Federal-aid systems. It is the largest two-year sum ever provided for Federal highway programs. Authorizations of major Federal highway funds are given on page 136.

The apportionment of the authorization for the fiscal year 1955 is given on page 137. This statutory apportionment of the authorized Federal-aid funds should not be confused with payments to the States for work completed. (The payment of Federal funds during 1952 appears as income to the States in table SF-1 and in other tables of the SF series, in the highway finance section of this bulletin.) Although an apportionment is made for each year, considerable flexibility in expending the funds is permitted in order to allow the States sufficient time for orderly planning and budgeting of their highway construction.

Federal funds are available for expenditure only on the designated Federal-aid systems, and in general must be matched by an equal amount of State and local funds. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as reimbursement to the States as work progresses, with final payment made after completion.

The increase in construction unit costs in recent years is illustrated in the table on page 138. The various costs for materials and supplies and a distribution of costs by type and system for Federal-aid highway construction contracts and the average hourly wage rates on Federal-aid projects are given on pages 139 and 141. In addition to these tables, the average employment in 1953 on Federal-aid and other State projects is given, by States, in the table on page 142.

Federal-aid projects completed during 1953 totaled 21,136 miles, consisting of 4,819 miles on the rural primary system, 727 miles on the urban primary system, and 15,590 miles on the secondary system. Federal construction on the forest highway system amounted to 649 miles. Details of this construction are given in the tables on pages 133 and 134. This mileage is not additive to that shown in the SMB series of tables (mileage built by State highway departments). It is included in the total of 52,886 miles built during the year as given in table SMB-1.

# EXISTING MILEAGE OF FEDERAL-AID SYSTEMS - SUMMARY - 1953 <sup>1/</sup>

## CLASSIFIED BY TYPE OF SURFACE

Compiled in Cooperation with  
State Highway Departments

Data as of December 31, 1953

TABLE FM-1, 1953  
SHEET 1 OF 2

STATE OR TERRITORY	TOTAL EXISTING FEDERAL- AID SYSTEMS	TOTAL FEDERAL-AID PRIMARY HIGHWAY SYSTEM						FEDERAL-AID PRIMARY HIGHWAY SYSTEM-RURAL					
		TOTAL PRIMARY SYSTEM	NON- SURFACED 2/	SURFACED MILEAGE				TOTAL EXISTING RURAL SYSTEM	NON- SURFACED 2/	SURFACED MILEAGE			
				TOTAL SURFACED	LOW TYPE 3/	INTER- MEDIATE TYPE 4/	HIGH TYPE 5/			TOTAL SURFACED	LOW TYPE 3/	INTER- MEDIATE TYPE 4/	HIGH TYPE 5/
Alabama	16,838	5,030	7	5,023	42	890	4,091	4,670	7	4,663	42	874	3,747
Arizona	5,453	2,528	-	2,528	1	671	1,856	2,431	-	2,431	1	664	1,766
Arkansas	16,744	3,427	5	3,422	198	127	3,097	3,249	5	3,244	198	121	2,925
California	16,094	6,686	1	6,685	268	1,136	5,281	6,041	1	6,040	267	1,125	4,648
Colorado	7,798	3,998	2	3,996	63	63	3,870	3,902	2	3,900	63	63	3,774
Connecticut	2,109	1,004	-	1,004	-	35	969	770	-	770	-	25	745
Delaware	1,804	535	-	535	-	41	484	480	-	480	-	35	445
Florida	14,309	4,214	3	4,211	-	1,727	2,484	3,746	2	3,744	-	1,704	2,040
Georgia	19,779	7,287	61	7,226	89	2,025	5,112	6,965	55	6,910	86	1,995	4,829
Idaho	7,047	3,211	268	2,943	97	947	1,899	3,161	268	2,893	97	945	1,851
Illinois	18,347	10,001	16	9,985	215	357	9,413	9,009	16	8,993	209	349	8,435
Indiana	20,296	4,684	-	4,684	-	11	4,673	4,179	-	4,179	-	11	4,168
Iowa	42,023	9,618	-	9,618	1,670	1,121	6,827	9,211	-	9,211	1,668	1,112	6,431
Kansas	29,034	7,699	4	7,695	164	4,902	2,629	7,456	4	7,452	164	4,890	2,398
Kentucky	17,805	3,781	2	3,779	82	399	3,298	3,553	2	3,551	70	395	3,086
Louisiana	8,202	2,550	2	2,548	16	-	2,532	2,349	2	2,347	16	-	2,331
Maine	3,880	1,625	-	1,625	-	609	1,016	1,523	-	1,523	-	597	926
Maryland	7,406	1,876	-	1,876	-	66	1,810	1,650	-	1,650	-	66	1,584
Massachusetts	4,154	1,968	-	1,968	-	160	1,808	1,238	-	1,238	-	131	1,107
Michigan	25,856	5,933	-	5,933	196	951	4,786	5,456	-	5,456	196	944	4,316
Minnesota	23,360	7,308	-	7,308	98	1,425	5,785	6,767	-	6,767	97	1,364	5,306
Mississippi	13,507	4,564	-	4,564	263	1,564	2,737	4,383	-	4,383	260	1,532	2,591
Missouri	23,291	8,191	-	8,191	51	3,401	4,739	7,894	-	7,894	51	3,395	4,448
Montana	9,108	5,674	155	5,519	339	2,453	2,727	5,607	155	5,452	338	2,440	2,674
Nebraska	15,760	5,265	73	5,192	1,203	2,244	1,745	5,139	73	5,066	1,197	2,238	1,631
Nevada	4,344	2,184	-	2,184	-	2,178	6	2,155	-	2,155	-	2,151	4
New Hampshire	2,563	1,202	-	1,202	1	603	598	1,074	-	1,074	-	568	506
New Jersey	3,537	1,617	11	1,606	-	38	1,568	1,061	7	1,054	-	27	1,027
New Mexico	8,603	4,086	23	4,063	113	690	3,260	3,949	20	3,929	108	688	3,133
New York	28,015	9,469	-	9,469	122	849	8,498	8,033	-	8,033	116	810	7,107
North Carolina	26,411	6,751	-	6,751	2	1,709	5,040	6,373	-	6,373	1	1,687	4,685
North Dakota	14,307	3,321	-	3,321	889	643	1,789	3,265	-	3,265	888	637	1,740
Ohio	19,765	7,426	-	7,426	-	146	7,280	6,449	-	6,449	-	141	6,308
Oklahoma	17,954	7,126	159	6,967	466	1,674	4,827	6,901	158	6,743	461	1,671	4,611
Oregon	8,648	3,837	-	3,837	-	968	2,869	3,718	-	3,718	-	968	2,750
Pennsylvania	18,582	7,584	-	7,584	6	788	6,790	6,426	-	6,426	6	762	5,658
Rhode Island	820	464	-	464	-	147	317	241	-	241	-	88	153
South Carolina	15,718	4,544	16	4,528	-	2,132	2,396	4,308	16	4,292	-	2,095	2,197
South Dakota	16,283	4,131	46	4,085	479	1,689	1,917	4,037	46	3,991	470	1,671	1,850
Tennessee	14,625	5,156	-	5,156	166	1,230	3,760	4,876	-	4,876	164	1,213	3,499
Texas	40,324	15,510	33	15,477	51	4,983	10,443	14,596	32	14,564	51	4,892	9,621
Utah	5,172	2,259	1	2,258	11	100	2,147	2,148	1	2,147	11	92	2,044
Vermont	3,029	1,245	-	1,245	36	233	976	1,180	-	1,180	36	231	913
Virginia	21,770	4,990	5	4,985	11	2,223	2,751	4,626	5	4,621	11	2,136	2,474
Washington	10,531	3,480	-	3,480	6	497	2,977	3,185	-	3,185	6	490	2,689
West Virginia	12,950	2,422	5	2,417	47	197	2,173	2,192	5	2,187	45	195	1,947
Wisconsin	24,338	5,977	-	5,977	-	455	5,522	5,468	-	5,468	-	441	5,027
Wyoming	5,408	3,416	-	3,416	1	735	2,680	3,381	-	3,381	-	734	2,647
Dist. of Col.	196	137	-	137	-	3	134	-	-	-	-	-	-
Subtotal	693,897	226,991	898	226,093	7,462	52,235	166,396	210,471	882	209,589	7,394	51,403	150,792
Hawaii	1,076	512	11	501	3	284	214	480	11	469	3	280	186
Puerto Rico	1,547	566	2	564	-	333	231	442	2	440	-	282	158
Total	696,520	228,069	911	227,158	7,465	52,852	166,841	211,393	895	210,498	7,397	51,965	151,136



# EXISTING MILEAGE OF FEDERAL-AID SYSTEMS - SUMMARY - 1953 <sup>1/</sup>

## CLASSIFIED BY TYPE OF SURFACE

Compiled in Cooperation with  
State Highway Departments

Data as of December 31, 1953

TABLE FM-1, 1953  
SHEET 2 OF 2

STATE OR TERRITORY	FEDERAL-AID PRIMARY HIGHWAY SYSTEM-URBAN						FEDERAL-AID SECONDARY HIGHWAY SYSTEM						
	TOTAL EXISTING URBAN SYSTEM	NON- SURFACED 2/	SURFACED MILEAGE				TOTAL EXISTING FEDERAL- AID SECONDARY SYSTEM	SURFACE TYPE NOT REPORTED	NON- SURFACED 2/	SURFACED MILEAGE			
			TOTAL SURFACED	LOW TYPE 3/	INTER- MEDIATE TYPE 4/	HIGH TYPE 5/				TOTAL SURFACED	LOW TYPE 3/	INTER- MEDIATE TYPE 4/	HIGH TYPE 5/
Alabama	360	-	360	-	16	344	11,808	-	266	11,542	3,839	6,501	1,202
Arizona	97	-	97	-	7	90	2,925	10	384	2,531	712	1,034	785
Arkansas	178	-	178	-	6	172	13,317	-	887	12,430	9,148	857	2,425
California	645	-	645	1	11	633	9,408	-	337	9,071	1,638	3,601	3,832
Colorado	96	-	96	-	-	96	3,800	-	277	3,523	1,709	48	1,766
Connecticut	234	-	234	-	10	224	1,105	-	-	1,105	-	239	866
Delaware	55	-	55	-	6	49	1,269	-	30	1,239	94	714	431
Florida	468	1	467	-	23	444	10,095	-	2,104	7,991	135	5,799	2,057
Georgia	322	6	316	3	30	283	12,492	-	2,955	9,537	2,458	5,663	1,416
Idaho	50	-	50	-	2	46	3,836	-	212	3,624	1,847	1,342	435
Illinois	992	-	992	6	8	978	8,346	29	66	8,251	4,152	2,707	1,392
Indiana	505	-	505	-	-	505	15,612	9,928	-	5,684	205	1,058	4,421
Iowa	407	-	407	2	9	396	32,405	-	2,358	30,047	29,248	759	40
Kansas	243	-	243	-	12	231	21,335	-	1,299	20,036	16,936	2,785	315
Kentucky	228	-	228	12	4	212	14,024	4,080	19	9,925	3,212	4,164	2,549
Louisiana	201	-	201	-	-	201	5,652	-	14	5,638	1,763	-	3,875
Maine	102	-	102	-	12	90	2,255	-	-	2,255	10	1,911	334
Maryland	226	-	226	-	-	226	5,530	3,069	-	2,461	-	643	1,818
Massachusetts	730	-	730	-	29	701	2,186	2,186	-	-	-	-	-
Michigan	477	-	477	-	7	470	19,923	16,844	45	3,034	771	1,528	735
Minnesota	541	-	541	1	61	479	16,052	-	164	15,888	9,790	4,465	1,633
Mississippi	181	-	181	3	32	146	8,943	-	-	8,943	6,574	2,107	262
Missouri	297	-	297	-	6	291	15,100	-	383	14,717	11,137	3,314	266
Montana	67	-	67	1	13	53	3,434	-	568	2,866	2,020	273	573
Nebraska	126	-	126	6	6	114	10,495	-	1,489	9,006	8,095	722	189
Nevada	29	-	29	-	27	2	2,160	-	152	2,008	465	1,542	1
New Hampshire	128	-	128	1	35	92	1,361	-	4	1,357	58	1,194	105
New Jersey	556	4	552	-	11	541	1,920	-	-	1,920	26	1,084	810
New Mexico	137	3	134	5	2	127	4,517	-	1,209	3,308	1,084	911	1,313
New York	1,436	-	1,436	6	39	1,391	18,546	-	210	18,336	3,467	8,914	5,955
North Carolina	378	-	378	1	22	355	19,660	14,949	14	4,697	124	2,978	1,595
North Dakota	56	-	56	1	6	49	10,986	-	1,221	9,765	9,474	72	219
Ohio	977	-	977	-	5	972	12,339	-	2	12,337	1,230	4,332	6,775
Oklahoma	225	1	224	5	3	216	10,828	-	1,993	8,835	6,424	1,296	1,115
Oregon	119	-	119	-	-	119	4,811	-	102	4,709	1,165	1,727	1,817
Pennsylvania	1,158	-	1,158	-	26	1,132	10,998	10,998	-	-	-	-	-
Rhode Island	223	-	223	-	59	164	356	-	-	356	8	268	80
South Carolina	236	-	236	-	37	199	11,174	-	2,082	9,092	511	8,084	497
South Dakota	94	-	94	9	18	67	12,152	-	1,492	10,660	9,586	738	336
Tennessee	280	-	280	2	17	261	9,469	-	-	9,469	4,447	4,064	958
Texas	914	1	913	-	91	822	24,814	2,340	6	22,468	33	19,017	3,418
Utah	111	-	111	-	8	103	2,913	-	357	2,556	934	605	1,017
Vermont	65	-	65	-	2	63	1,784	-	-	1,784	709	798	277
Virginia	364	-	364	-	87	277	16,780	-	47	16,733	3,311	12,918	504
Washington	295	-	295	-	7	288	7,051	-	15	7,036	1,569	3,326	2,141
West Virginia	230	-	230	2	2	226	10,528	-	1,071	9,457	3,082	3,288	3,087
Wisconsin	509	-	509	-	14	495	18,361	13,122	3	5,236	11	2,775	2,450
Wyoming	35	-	35	1	1	33	1,992	-	333	1,659	370	647	642
Dist. of Col.	137	-	137	-	3	134	59	-	-	59	-	5	54
Subtotal	16,520	16	16,504	68	832	15,604	466,906	77,555	24,170	365,181	163,581	132,817	68,783
Hawaii	32	-	32	-	4	28	564	-	76	488	64	329	95
Puerto Rico	124	-	124	-	51	73	981	-	33	948	37	871	40
Total	16,676	16	16,660	68	887	15,705	468,451	77,555	24,279	366,617	163,682	134,017	68,918

1/ The minor differences between the mileages given in this table and those that appear in the Bureau of Public Roads annual report are the result of additions or deletions to approved system mileages between the dates of the two reports.

2/ Nonsurfaced mileage includes primitive and unimproved, and graded and drained roads.

3/ Consists of slag, stabilized soil, and gravel or stone surfaces.

4/ Consists of bituminous treated and mixed bituminous surfaces.

5/ Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and block surfaces.

# EXISTING SURFACED MILEAGE ON THE FEDERAL-AID PRIMARY SYSTEM - RURAL - 1953 CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled in Cooperation with  
State Highway Departments

Data as of December 31, 1953

TABLE FM-2, 1953  
ISSUED NOVEMBER 1954

STATE OR TERRITORY	TOTAL SURFACED MILEAGE	LESS THAN 20 FEET				20 FEET AND LESS THAN 22 FEET				22 FEET AND LESS THAN 24 FEET				24 FEET AND LESS THAN 27 FEET				27 FEET AND OVER			
		TYPE OF SURFACE				TYPE OF SURFACE				TYPE OF SURFACE				TYPE OF SURFACE				TYPE OF SURFACE			
		TOTAL	LOW TYPE 1/	INTER- MEDIATE TYPE 2/	HIGH TYPE 3/	TOTAL	LOW TYPE 1/	INTER- MEDIATE TYPE 2/	HIGH TYPE 3/	TOTAL	LOW TYPE 1/	INTER- MEDIATE TYPE 2/	HIGH TYPE 3/	TOTAL	LOW TYPE 1/	INTER- MEDIATE TYPE 2/	HIGH TYPE 3/	TOTAL	LOW TYPE 1/	INTER- MEDIATE TYPE 2/	HIGH TYPE 3/
Alabama	4,663	399	23	33	343	3,171	15	774	2,382	671	4	58	669	300	-	5	295	423	-	4	118
Arizona	2,431	105	-	42	63	709	1	18	692	278	-	89	189	181	-	64	151	57	188	261	897
Arkansas	3,244	54	-	4	50	698	52	46	646	1,062	15	21	933	177	-	3	57	181	17	-	97
California	6,040	606	123	241	1,204	2,440	93	559	1,788	1,262	19	178	1,065	471	32	104	335	761	26	42	218
Colorado	3,900	256	-	-	256	670	3	-	667	2,092	9	32	2,051	60	44	14	580	281	-	1	280
Connecticut	770	83	-	18	65	313	-	2	311	216	-	-	214	64	-	-	152	94	-	3	91
Delaware	460	106	-	16	90	123	-	-	116	94	-	12	82	15	-	-	45	142	-	29	112
Florida	3,744	474	-	288	186	889	-	566	323	958	-	539	419	1,213	-	282	931	210	-	-	181
Georgia	6,910	1,137	19	208	910	4,147	34	1,258	2,855	964	17	430	517	424	9	51	364	238	7	48	183
Iaho	2,833	669	63	329	277	863	23	193	647	1,047	5	163	457	51	6	170	383	172	85	87	47
Illinois	8,923	4,610	150	10	4,550	1,356	26	223	1,107	1,781	22	107	1,652	744	3	2	739	564	494	7	562
Indiana	4,175	661	-	10	651	915	-	-	914	1,527	-	-	1,527	534	-	-	534	262	-	-	-
Iowa	9,211	4,333	125	5	4,203	1,512	129	18	1,355	1,017	367	223	427	1,921	78	843	303	422	266	23	133
Kansas	7,452	350	-	-	350	893	10	40	848	1,537	-	32	1,522	70	-	2	65	1,740	73	150	141
Kentucky	2,347	1,351	16	348	1,335	245	-	-	245	243	-	-	243	39	-	-	395	113	-	-	113
Louisiana	1,523	329	-	278	51	742	-	290	452	179	-	24	155	260	-	4	202	67	-	1	61
Maryland	1,650	216	-	7	209	290	-	3	287	391	-	31	360	502	-	25	251	291	-	-	251
Massachusetts	1,238	141	-	40	101	124	-	28	96	15	-	-	15	381	-	39	348	571	-	24	547
Michigan	5,456	235	39	31	165	3,404	125	824	2,455	1,137	32	81	1,024	31	-	-	30	647	-	-	647
Minnesota	6,767	235	-	4	231	1,956	-	16	1,940	757	-	64	693	3,334	28	1,200	2,116	425	69	78	281
Mississippi	4,383	406	213	40	153	3,573	46	1,237	2,290	286	-	206	60	83	-	15	2	77	1	14	62
Missouri	7,894	996	51	60	885	4,153	-	2,145	2,008	1,573	-	892	681	1,679	-	277	534	354	19	19	340
Montana	5,452	632	71	304	197	2,061	84	1,112	865	1,573	-	405	400	1,679	-	444	1,151	231	54	115	62
Nebraska	5,066	64	-	7	57	1,161	318	53	790	661	267	169	225	2,440	281	1,694	473	732	331	315	86
Nevada	2,155	219	-	219	57	1,134	-	1,133	1	311	-	308	3	420	-	136	159	63	-	63	56
New Hampshire	1,074	107	-	50	60	657	-	281	219	132	-	97	35	11	-	2	4	196	-	1	368
New Jersey	1,954	65	-	5	60	637	-	17	640	6	-	-	-	3	-	-	15	374	-	-	-
New Mexico	3,929	108	8	53	47	2,344	40	604	1,700	784	30	30	724	578	16	-	562	115	14	1	200
New York	8,033	2,513	116	426	1,971	2,627	-	322	2,305	1,040	-	34	1,006	871	-	22	854	777	971	6	271
North Carolina	6,373	1,807	763	1,044	1,044	1,930	-	660	1,270	1,682	-	122	1,560	644	1	128	508	317	-	14	303
North Dakota	3,265	126	123	-	3	562	316	161	85	2,330	415	393	1,532	211	32	84	98	25	2	-	27
Ohio	6,449	1,334	-	96	1,238	2,715	-	37	2,678	687	-	1	636	884	-	-	884	854	-	7	882
Oklahoma	6,743	1,044	74	39	951	2,172	127	556	1,690	1,655	164	295	1,466	1,419	-	672	293	293	8	129	146
Oregon	3,718	1,581	-	681	900	1,098	-	268	830	1,596	-	15	1,591	275	-	4	271	163	-	129	163
Pennsylvania	6,426	2,355	-	688	1,651	1,041	-	44	997	1,597	-	6	1,591	333	-	2	333	1,048	-	12	1,006
Rhode Island	241	80	-	43	37	64	-	34	30	-	-	-	-	2	-	-	1	95	-	-	85
South Carolina	4,292	1,082	-	15	1,067	1,558	-	1,341	217	779	-	548	211	640	-	120	233	233	-	51	182
South Dakota	3,991	1,778	7	6	1	994	229	348	417	549	85	203	261	2,271	1	1,112	1,150	163	146	2	162
Tennessee	4,876	1,578	82	789	707	887	19	242	686	1,365	35	113	1,218	78	24	43	720	230	4	26	283
Texas	14,564	2,057	-	355	1,702	4,777	-	1,274	3,503	2,785	-	1,621	1,164	3,474	-	1,039	2,429	1,471	45	653	893
Utah	2,187	320	1	45	274	473	10	11	452	412	-	16	396	554	-	17	536	386	-	3	386
Vermont	1,460	406	12	21	313	187	24	195	83	192	-	3	112	22	-	9	25	26	-	25	25
Virginia	4,621	992	11	660	381	2,050	-	1,182	868	486	-	249	217	216	-	49	169	895	-	56	833
Washington	3,195	616	6	94	516	1,550	-	239	1,311	741	-	114	627	70	-	11	59	208	-	32	176
West Virginia	2,197	1,408	33	176	1,199	2,548	-	22	2,526	1,281	-	7	1,112	101	-	5	96	73	-	21	173
Wisconsin	5,468	464	-	2	462	1,067	-	22	853	1,688	-	169	688	831	-	227	597	351	-	33	33
Wyoming	3,381	258	-	146	112	1,067	-	214	853	1,684	-	196	671	341	-	160	671	341	-	18	323
Subtotal	209,589	42,194	1,495	7,735	32,964	70,998	1,725	18,696	50,577	40,945	1,553	9,226	30,166	36,174	1,553	12,051	22,570	19,278	1,068	3,645	14,515
Alaska	469	177	3	153	21	132	-	75	57	45	-	19	26	78	-	27	51	37	-	6	3
Puerto Rico	440	257	-	-	34	34	-	18	16	36	-	9	27	56	-	16	40	37	-	16	41
Total	210,498	42,688	1,498	8,111	33,019	71,164	1,725	18,789	50,656	41,026	1,553	9,254	30,219	36,308	1,553	12,094	22,661	19,372	1,068	3,717	14,597
<div>1/ Consists of slag, stabilized soil, and gravel or stone surfaces. 2/ Consists of bituminous treated and mixed bituminous surfaces. 3/ Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and block surfaces.</div>																					

1/ Consists of slag, stabilized soil, and gravel or stone surfaces.

2/ Consists of bituminous treated and mixed bituminous surfaces.

3/ Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and block surfaces.



# EXISTING SURFACED MILEAGE ON THE FEDERAL-AID PRIMARY SYSTEM - URBAN - 1953

## CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled in Cooperation with  
State Highway Departments

Data as of December 31, 1953

TABLE FM-3, 1953  
ISSUED NOVEMBER 1954

STATE OR TERRITORY	TOTAL SURFACED MILEAGE	LESS THAN 20 FEET				20 FEET AND LESS THAN 22 FEET				22 FEET AND LESS THAN 24 FEET				24 FEET AND LESS THAN 27 FEET				27 FEET AND OVER				
		TYPE OF SURFACE				TYPE OF SURFACE				TYPE OF SURFACE				TYPE OF SURFACE				TYPE OF SURFACE				
		TOTAL	LOW TYPE 1/	INTER- MEDIATE TYPE 2/	HIGH TYPE 3/	TOTAL	LOW TYPE 1/	INTER- MEDIATE TYPE 2/	HIGH TYPE 3/	TOTAL	LOW TYPE 1/	INTER- MEDIATE TYPE 2/	HIGH TYPE 3/	TOTAL	LOW TYPE 1/	INTER- MEDIATE TYPE 2/	HIGH TYPE 3/	TOTAL	LOW TYPE 1/	INTER- MEDIATE TYPE 2/	HIGH TYPE 3/	
Alabama	360	23	-	-	23	87	-	13	74	31	-	1	30	44	-	-	44	175	-	2	-	73
Arizona	97	-	-	-	3	3	1	2	23	6	3	1	6	14	3	-	3	88	-	4	-	84
Arkansas	178	36	-	4	32	25	-	2	33	9	-	-	8	33	-	4	28	97	-	-	-	97
California	645	5	-	-	5	35	-	2	33	9	-	1	8	33	-	-	40	563	-	4	-	559
Colorado	96	-	-	-	-	1	-	-	1	5	-	-	5	2	-	-	2	88	-	-	-	88
Connecticut	234	9	-	4	5	39	-	-	39	18	-	1	17	17	-	1	16	151	-	4	-	147
Delaware	55	5	-	2	3	6	-	1	5	3	-	-	3	3	-	-	3	33	-	3	-	33
Florida	467	11	-	-	11	34	-	5	29	28	-	8	20	81	-	2	79	313	-	6	-	305
Georgia	316	16	1	-	15	56	-	14	42	16	-	1	15	23	-	3	20	205	2	12	-	191
Idaho	50	3	-	-	3	3	-	-	3	1	-	-	1	1	-	-	1	20	20	2	-	20
Illinois	992	80	3	1	76	89	1	2	86	40	-	1	39	47	1	-	46	736	1	4	-	731
Indiana	505	12	-	-	12	22	-	-	22	55	-	-	55	41	-	-	41	375	-	-	-	375
Iowa	407	70	-	-	70	63	-	1	62	11	1	2	8	47	1	6	40	215	-	-	-	215
Kansas	243	17	-	-	17	15	-	1	14	22	-	3	19	23	-	6	17	160	5	2	-	164
Kentucky	228	26	-	1	25	19	-	-	19	24	7	-	17	15	-	2	13	144	5	1	-	139
Louisiana	201	40	-	-	40	10	-	-	10	13	-	-	13	20	-	-	20	118	-	-	-	118
Maine	102	6	-	5	1	19	-	3	16	6	-	-	6	6	-	1	5	65	-	3	-	62
Maryland	226	9	-	-	9	18	-	-	18	17	-	-	17	15	-	-	15	167	-	-	-	167
Massachusetts	730	17	-	6	11	26	-	7	19	3	-	1	2	88	-	6	82	596	-	9	-	587
Michigan	477	1	-	-	1	63	-	4	59	22	-	1	21	5	-	-	5	386	-	2	-	384
Minnesota	541	19	-	-	19	56	-	-	56	19	-	4	15	83	-	34	49	364	1	23	-	340
Mississippi	181	6	3	1	2	42	-	7	35	22	-	5	17	7	-	4	20	104	-	15	-	89
Missouri	297	27	-	-	27	45	-	3	42	8	-	2	7	10	-	-	7	197	-	2	-	195
Montana	67	4	-	1	3	12	-	3	9	3	-	1	1	20	-	3	7	38	1	4	-	33
Nebraska	126	2	-	-	2	14	-	-	14	3	1	-	2	21	5	6	10	86	-	-	-	85
Nevada	29	12	-	-	8	5	-	4	1	2	-	2	-	5	-	5	23	17	-	16	-	1
New Hampshire	128	10	1	3	6	27	-	6	21	7	-	6	1	33	-	10	9	49	-	10	-	49
New Jersey	552	10	-	-	10	91	-	-	85	2	-	-	1	9	-	-	9	440	-	-	-	440
New Mexico	134	4	-	-	4	27	1	2	24	6	1	-	5	18	1	-	17	79	2	-	-	77
New York	1,436	69	6	3	60	177	-	21	156	56	-	7	49	77	-	-	49	1,057	-	8	-	1,049
North Carolina	318	23	-	-	18	23	1	4	18	35	-	4	31	52	-	3	49	245	-	6	-	239
North Dakota	96	-	-	-	-	9	-	3	6	10	1	-	9	11	-	2	9	26	-	1	-	25
Ohio	977	14	-	-	14	41	-	1	40	25	-	-	25	65	-	-	65	832	-	4	-	832
Oklahoma	224	32	2	1	29	26	-	1	25	11	1	1	9	23	1	-	22	132	1	-	-	131
Oregon	119	2	-	-	2	4	-	-	4	5	-	-	5	6	-	-	6	102	-	-	-	102
Pennsylvania	1,158	73	-	16	57	48	-	1	47	96	-	1	95	91	-	1	90	850	-	7	-	843
Rhode Island	223	26	-	20	6	42	-	21	21	3	-	1	2	4	-	-	4	143	-	17	-	131
South Carolina	236	18	-	2	16	13	-	3	10	13	-	7	6	36	-	11	25	156	-	14	-	142
South Dakota	94	1	-	-	1	37	2	5	30	6	2	-	4	14	1	11	4	36	2	2	-	30
Tennessee	280	10	-	6	4	18	-	4	14	21	-	2	19	20	-	2	18	211	2	3	-	206
Texas	913	54	-	6	48	81	-	9	72	67	-	19	48	125	-	21	104	586	-	36	-	550
Utah	111	5	-	2	3	12	-	5	7	1	-	-	1	12	-	1	11	81	-	-	-	81
Vermont	65	22	-	1	21	9	-	-	9	3	-	-	3	6	-	-	6	25	-	1	-	24
Virginia	364	20	-	9	11	30	-	16	14	16	-	5	11	16	-	9	7	282	-	48	-	234
Washington	295	8	-	-	8	50	-	4	46	3	-	-	3	13	-	-	13	221	-	3	-	218
West Virginia	230	37	-	2	35	38	-	-	38	19	-	-	19	16	-	-	16	120	2	-	-	119
Wisconsin	509	22	-	-	22	45	-	2	43	27	-	4	23	26	-	4	22	389	-	4	-	385
Wyoming	35	2	-	-	2	4	1	-	3	-	-	-	-	3	-	-	3	26	-	1	-	25
Dist. of Col.	137	-	-	-	-	1	-	-	1	-	-	-	-	1	-	-	1	135	-	3	-	132
Subtotal	16,504	908	16	105	787	1,660	6	188	1,466	822	14	93	715	1,362	11	158	1,193	11,752	21	288	-	11,443
Hawaii	32	-	-	-	-	-	-	-	-	2	-	-	2	2	-	1	1	28	-	3	-	25
Puerto Rico	124	24	-	-	4	11	-	6	5	12	-	5	7	22	-	9	13	55	-	11	-	44
Total	16,660	932	16	125	791	1,671	6	194	1,471	836	14	98	724	1,386	11	168	1,207	11,835	21	302	-	11,512

1/ Consists of slag, stabilized soil, and gravel or stone surfaces.

2/ Consists of bituminous treated and mixed bituminous surfaces.

3/ Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and block surfaces.

# MILEAGE OF DESIGNATED FEDERAL-AID SYSTEMS - SUMMARY (BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS)

TABLE FM-21, 1953  
SHEET 1 OF 2  
ISSUED NOVEMBER 1954

Compiled in Cooperation with  
State Highway Departments

Data as of December 31, 1953

STATE OR TERRITORY	FEDERAL-AID PRIMARY HIGHWAY SYSTEM-RURAL 1/										FEDERAL-AID PRIMARY HIGHWAY SYSTEM-URBAN 1/					TOTAL FEDERAL-AID PRIMARY HIGHWAY SYSTEM (RURAL & URBAN) 1/
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY SYSTEM	ON COUNTY, TOWN, OR TOWNSHIP ROADS	IN PLACES UNDER 5,000 POPULATION (CITY STREETS)	IN STATE AND FEDERAL PARK AND FOREST AREAS	TOTAL EXISTING RURAL SYSTEM	APPROVED RELOCATIONS	TOTAL SYSTEM MILEAGE	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY SYSTEM	ON COUNTY, TOWN, OR TOWNSHIP ROADS	IN STATE AND FEDERAL PARK AND FOREST AREAS	TOTAL EXISTING URBAN SYSTEM	APPROVED RELOCATIONS	TOTAL SYSTEM MILEAGE	
Alabama	4,602	-	67	1	-	4,670	122	4,792	344	-	-	-	360	38	398	5,190
Arizona	2,397	-	-	1	33	2,431	-	2,431	57	-	3	-	97	5	102	2,533
Arkansas	3,249	-	-	-	-	3,249	41	3,290	178	-	-	-	176	-	178	3,468
California	5,992	-	7	1	41	6,041	219	6,260	613	-	-	-	645	166	811	7,071
Colorado	3,902	-	-	-	-	3,902	29	3,931	96	-	-	-	96	18	114	4,045
Connecticut	767	-	3	-	-	770	31	801	174	-	-	-	234	58	292	1,093
Delaware	480	-	-	-	-	480	10	490	55	-	-	-	55	-	55	545
Florida	3,737	1	7	1	-	3,746	-	3,746	427	7	1	-	468	-	468	4,214
Georgia	6,937	-	27	1	-	6,965	98	7,063	295	-	6	-	322	17	339	7,402
Idaho	3,161	-	-	-	-	3,161	144	3,305	50	-	-	-	50	2	52	3,357
Illinois	8,197	-	212	-	-	8,409	249	8,658	944	-	48	-	992	90	1,090	10,348
Indiana	4,173	-	7	-	-	4,173	49	4,228	492	-	-	-	505	64	569	4,797
Iowa	9,211	-	-	-	-	9,211	37	9,248	407	-	-	-	407	2	409	9,657
Kansas	7,447	-	-	-	9	7,456	407	7,863	237	-	-	1	243	19	262	8,125
Kentucky	3,553	-	-	-	-	3,553	84	3,637	220	-	1	-	228	31	259	3,896
Louisiana	2,349	-	-	-	-	2,349	60	2,409	201	-	-	-	201	43	244	2,653
Maine	1,522	-	1	-	-	1,523	2	1,525	102	-	-	-	102	3	105	1,630
Maryland	1,650	-	-	-	-	1,650	-	1,650	168	-	1	-	226	-	226	1,876
Massachusetts	1,119	-	119	-	-	1,238	30	1,268	397	-	-	-	730	22	752	2,020
Michigan	5,456	-	-	-	-	5,456	-	5,456	477	-	-	-	477	-	477	5,933
Minnesota	6,767	-	-	-	-	6,767	59	6,826	519	-	5	-	541	36	577	7,403
Mississippi	4,242	-	141	-	-	4,383	-	4,383	144	-	-	-	181	-	181	4,564
Missouri	7,748	146	-	-	-	7,894	-	7,894	296	1	-	-	297	-	297	8,191
Montana	5,607	-	-	-	-	5,607	187	5,794	67	-	-	-	67	-	67	5,861
Nebraska	5,024	-	115	-	-	5,139	122	5,261	101	-	3	-	126	14	140	5,401
Nevada	2,155	-	-	-	-	2,155	10	2,165	29	-	-	-	29	3	32	2,197
New Hampshire	1,027	47	-	-	-	1,074	-	1,074	94	23	2	-	128	10	138	1,212
New Jersey	1,009	-	52	-	-	1,061	36	1,097	515	-	34	-	556	49	605	1,702
New Mexico	3,949	-	-	-	-	3,949	36	3,985	122	-	-	-	137	9	146	4,131
New York	7,958	-	-	1	75	8,033	552	8,585	1,110	-	-	185	1,436	592	2,028	10,613
North Carolina	6,352	20	6	-	-	6,373	74	6,447	346	20	-	-	378	4	382	6,829
North Dakota	3,265	-	-	-	-	3,265	56	3,321	94	-	-	-	56	-	56	3,377
Ohio	6,441	-	6	2	-	6,449	89	6,538	950	-	-	-	977	133	1,110	7,648
Oklahoma	6,782	-	119	-	-	6,901	227	7,128	199	-	5	-	225	28	253	7,381
Oregon	3,705	8	5	-	-	3,718	50	3,768	100	3	-	-	119	20	139	3,907
Pennsylvania	6,124	302	-	-	-	6,426	27	6,453	1,006	118	2	-	1,158	53	1,211	7,664
Rhode Island	240	-	1	-	-	241	-	241	165	-	-	-	223	7	230	471
South Carolina	4,291	17	-	-	-	4,308	58	4,366	230	6	-	-	236	19	255	4,621
South Dakota	3,933	-	70	-	34	4,037	68	4,105	77	-	-	-	94	3	97	4,202
Tennessee	4,876	-	-	-	-	4,876	-	4,876	260	-	-	-	280	-	280	5,156
Texas	14,596	-	-	-	-	14,596	416	15,012	822	-	-	-	914	90	1,004	16,016
Utah	2,136	-	-	-	12	2,148	11	2,159	108	-	-	-	111	26	137	2,286
Vermont	1,179	-	-	-	1	1,180	4	1,184	64	-	-	-	65	-	65	1,249
Virginia	4,603	17	-	-	6	4,666	21	4,647	368	2	-	-	364	14	378	5,025
Washington	3,168	17	-	-	-	3,185	99	3,284	223	5	7	-	295	13	308	3,592
West Virginia	2,192	-	-	-	-	2,192	27	2,219	23	3	-	-	230	-	230	2,422
Wisconsin	5,468	-	-	-	-	5,468	133	5,601	437	-	-	-	509	33	542	6,143
Wyoming	3,324	-	-	-	57	3,381	16	3,397	35	-	-	-	35	10	45	3,442
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	137	12	149	149
Subtotal	208,661	575	959	8	268	210,471	3,963	214,434	14,642	188	118	186	16,520	1,764	18,284	232,718
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Puerto Rico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Federal-Aid Mileage	-	-	-	-	-	211,393	3,990	215,383	-	-	-	-	16,676	1,764	18,440	233,823



# MILEAGE OF DESIGNATED FEDERAL-AID SYSTEMS - SUMMARY (BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS)

TABLE FM-21, 1953  
SHEET 2 OF 2  
ISSUED NOVEMBER 1954

Compiled in Cooperation  
with State Highway Departments

Data as of December 31, 1953

STATE OR TERRITORY	FEDERAL-AID SECONDARY SYSTEM <sup>1/</sup>					TOTAL EXISTING FEDERAL-AID MILEAGE (EXCLUDES APPROVED RELOCATIONS)	MILEAGE NOT ON FEDERAL-AID SYSTEMS					TOTAL MILEAGE (EXCLUDES APPROVED RELOCATIONS)
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY SYSTEM	ON COUNTY, TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS		STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY, TOWNSHIP ROADS	LOCAL CITY STREETS	STATE AND FEDERAL PARK AND FOREST AREAS	
Alabama	2,595	548	8,755	-	-	11,827	407	3,664	40,576	6,293	8,450	50,940
Alaska	2,193	-	1,155	36	-	3,001	73	-	14,844	1,552	30,372	24,919
Arizona	2,372	-	6,945	-	-	13,317	230	-	49,386	1,074	5,536	71,280
California	3,760	-	5,372	252	24	9,519	3,226	-	75,809	23,020	19,203	121,558
Colorado	3,800	-	-	-	-	3,805	53	-	61,453	4,255	805	66,566
Connecticut	1,029	-	43	33	-	1,113	996	-	13,168	4,101	1,188	13,168
Delaware	1,269	-	1,269	-	-	1,269	-	2,201	-	2,611	-	2,611
Florida	5,323	1,485	3,188	99	-	10,095	293	437	27,733	11,301	1,152	40,916
Georgia	6,625	-	5,867	-	-	12,492	1,240	-	66,181	5,178	88	72,697
Idaho	1,313	-	2,467	56	-	3,842	217	-	64,816	10,754	334	31,334
Illinois	29	-	8,317	-	-	8,346	2,508	-	64,816	10,754	-	123,023
Indiana	5,760	-	9,423	409	-	15,612	213	-	66,300	10,645	-	77,159
Iowa	-	-	32,405	-	-	32,405	1,240	-	66,181	5,178	88	72,697
Kansas	1,827	-	1,827	-	-	1,827	217	-	64,816	10,754	-	31,334
Kentucky	9,944	-	4,084	-	-	14,028	2,508	-	64,816	10,754	-	123,023
Louisiana	-	5,576	76	-	-	5,652	213	-	66,300	10,645	-	77,159
Maine	1,095	1,159	-	-	-	2,255	442	6,740	8,138	1,145	217	16,682
Maryland	2,461	-	3,015	54	-	5,530	517	-	9,423	2,329	-	12,269
Massachusetts	4,38	-	1,301	447	-	2,186	155	-	14,505	5,169	123	24,506
Michigan	3,079	-	16,844	-	-	19,923	289	-	68,298	12,630	-	107,073
Minnesota	4,379	-	11,637	36	-	16,052	171	-	87,547	8,762	2,683	99,163
Mississippi	3,202	-	5,741	-	-	8,943	189	-	48,192	3,361	1,029	12,269
Missouri	590	11,948	2,562	-	-	15,100	296	165	75,668	10,645	1,029	12,269
Montana	-	3,434	-	-	-	3,434	6	19	54,170	1,318	6,939	62,412
Nebraska	4,391	-	5,995	109	-	10,495	312	-	84,061	4,916	292	99,581
Nevada	593	1,858	502	-	-	2,953	188	-	19,376	506	-	26,123
New Hampshire	63	821	1,841	16	18	3,760	33	1,383	8,566	984	125	13,654
New Jersey	-	-	-	-	-	1,320	-	-	15,155	9,379	582	25,304
New Mexico	4,172	-	340	5	-	4,512	2,850	-	45,480	1,474	4,161	53,965
New York	3,981	-	14,565	-	-	18,546	26	-	58,266	16,659	361	75,312
North Carolina	4,711	14,245	7,865	4	-	19,660	487	41,308	5,971	1,313	1,313	49,079
North Dakota	3,121	-	-	-	-	10,986	290	-	100,192	1,472	474	102,468
Ohio	6,894	-	5,163	282	-	12,339	4,118	-	60,991	13,617	-	78,766
Oklahoma	2,726	-	8,087	62	15	10,888	589	-	74,176	6,123	411	81,299
Oregon	994	2,182	1,573	13	-	4,847	86	222	30,902	4,003	15,327	39,660
Pennsylvania	5,520	5,361	1,573	104	-	10,958	1,997	20,674	47,900	11,615	3,592	66,318
Rhode Island	290	-	55	51	-	356	209	-	1,039	1,937	64	4,069
South Carolina	4,182	6,413	9,719	115	-	14,329	229	-	25,656	2,500	122	52,522
South Dakota	2,534	-	6,533	-	-	9,067	164	-	72,442	1,901	1,155	91,945
Tennessee	2,534	-	6,533	-	-	9,067	164	-	49,689	4,370	1,038	55,142
Texas	22,474	-	2,340	-	-	24,814	7,494	-	151,416	25,703	-	184,613
Utah	2,205	-	2,708	-	-	2,913	952	-	16,024	3,059	5,843	25,878
Vermont	600	-	1,059	35	-	1,784	23	-	10,024	620	89	13,785
Virginia	3,551	13,003	119	103	4	16,780	160	27,153	393	3,668	1,096	32,470
Washington	687	-	4,443	105	-	7,051	72	319	35,005	5,995	7,120	48,511
West Virginia	2,464	8,064	-	-	-	10,528	48	-	1,682	2,329	836	23,249
Wisconsin	5,239	-	13,122	-	-	18,361	146	-	63,615	7,352	1,682	95,930
Wyoming	1,506	-	486	-	-	2,008	34	-	19,089	7,352	1,931	21,782
Dist. of Col.	-	-	-	59	-	59	-	-	-	993	-	993
Subtotal	150,782	79,882	233,458	2,721	63	466,966	36,050	139,780	2,099,055	298,957	98,451	2,672,293
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-
Puerto Rico	-	-	-	-	-	-	-	-	-	-	-	-

Total Federal-Aid Mileage

<sup>1/</sup> The minor differences between the mileages given in this table and those that appear in the Bureau of Public Roads' Annual Report are the result of additions or deletions to approved system mileages between the dates of the two reports.

<sup>2/</sup> Includes local roads under State control in Alabama (4 counties), Delaware, North Carolina, Virginia

(all but 2 counties), and West Virginia. In Nevada a small mileage was taken over for State maintenance without being added to the existing State highway system.

<sup>3/</sup> Excludes mileage in parks and forests that is reported in the columns under State or local systems.

# MILEAGE OF THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS IN RURAL AND URBAN AREAS 1/

Compiled in Cooperation  
with State Highway Departments

Classified by Type of Surface 2/  
Data as of December 31, 1952

INTERSTATE 1

STATE	URBAN UNDER THE 1944 ACT				RURAL-UNDER THE 1944 ACT						TOTAL INTERSTATE SYSTEM			
	MUNICIPAL-UNDER 5,000 POPULATION				RURAL						TOTAL OUTSIDE URBAN AREAS (RURAL)			
	LOW TYPE	INTERMEDIATE TYPE	HIGH TYPE	TOTAL	LOW TYPE	INTERMEDIATE TYPE	HIGH TYPE	TOTAL	LOW TYPE	INTERMEDIATE TYPE	HIGH TYPE	LOW TYPE	INTERMEDIATE TYPE	TOTAL
Alabama	-	-	114	114	-	-	60	60	-	-	731	-	-	905
Arizona	-	2	32	34	-	-	16	16	-	190	946	-	192	994
Arkansas	-	-	61	61	-	-	23	23	-	-	443	-	-	527
California	-	21	193	214	-	8	51	59	3	348	1,626	3	377	1,899
Colorado	-	-	36	36	-	-	15	15	-	-	609	-	-	660
Connecticut	-	2	107	109	-	1	6	7	-	4	151	-	7	267
Delaware	-	-	9	9	-	-	-	-	-	-	17	-	-	26
Florida	2	6	143	151	2	23	64	89	10	274	613	14	303	1,137
Georgia	-	2	100	102	-	2	140	142	1	16	888	1	20	1,132
Iaho	-	2	17	19	-	8	16	24	-	167	442	-	177	652
Illinois	-	-	265	265	-	-	116	116	-	1,167	1,167	-	-	1,548
Indiana	-	-	184	184	-	-	60	60	-	-	824	-	-	1,068
Iowa	-	-	65	65	-	-	47	47	-	-	588	-	-	700
Kansas	-	-	45	45	-	3	21	24	-	161	508	-	164	738
Kentucky	-	-	70	70	-	-	28	28	4	27	529	4	27	698
Louisiana	-	-	99	99	-	-	35	35	-	-	472	-	-	606
Maine	-	-	27	27	-	1	10	11	-	33	228	-	36	299
Maryland	-	1	62	63	-	1	5	6	-	27	210	-	29	244
Massachusetts	-	7	171	178	-	-	5	5	-	166	171	-	21	342
Michigan	-	-	136	136	-	-	61	61	-	21	767	-	7	964
Minnesota	-	9	76	85	-	18	78	96	2	85	588	2	112	742
Mississippi	-	8	72	80	-	4	61	65	-	47	546	-	59	632
Missouri	-	-	81	81	-	2	44	46	-	28	933	-	30	1,088
Montana	-	5	23	28	-	9	16	25	-	450	734	-	464	1,237
Nebraska	-	-	22	22	-	4	19	23	-	114	318	-	118	477
Nevada	-	-	11	11	-	-	12	12	9	-	509	-	136	532
New Hampshire	-	6	26	32	-	3	5	8	-	127	44	-	-	211
New Jersey	-	-	102	102	-	-	10	10	-	92	92	-	-	204
New Mexico	-	11	34	45	-	18	5	23	-	726	219	-	755	258
New York	-	2	245	247	-	16	96	112	-	84	661	-	102	1,020
North Carolina	-	-	79	79	-	5	42	47	-	15	571	-	20	712
North Dakota	-	1	19	20	1	2	15	18	41	74	364	42	77	517
Ohio	-	-	235	235	-	1	104	105	-	-	892	-	1	1,231
Oklahoma	-	-	62	62	-	4	31	35	-	46	666	-	50	809
Oregon	-	-	61	61	-	-	27	27	-	8	641	-	8	729
Pennsylvania	-	2	284	286	-	8	85	93	-	59	974	-	69	1,353
Rhode Island	-	1	23	24	-	-	-	-	-	-	23	-	1	46
South Carolina	-	2	50	52	-	5	28	33	-	143	469	-	150	697
South Dakota	-	2	15	17	-	5	18	23	-	129	353	-	136	522
Tennessee	-	-	89	89	-	-	56	56	24	-	869	24	-	1,038
Texas	-	10	273	283	-	19	86	105	-	575	1,807	-	604	2,770
Utah	-	-	58	58	-	2	73	75	-	21	586	-	23	717
Vermont	-	-	36	36	-	3	17	20	-	62	287	-	65	343
Virginia	-	14	98	112	-	4	22	26	-	97	673	-	115	908
Washington	-	5	74	79	-	-	15	15	-	9	489	-	14	592
West Virginia	-	-	42	42	-	1	13	14	-	37	128	-	38	221
Wisconsin	-	-	44	44	-	-	31	31	-	397	397	-	-	472
Wyoming	-	-	26	26	-	2	20	22	15	63	884	15	65	1,010
Dist. of Col.	-	-	17	17	-	-	-	-	-	-	-	-	-	17
Total	2	123	4,211	4,336	3	182	1,806	1,991	109	4,267	26,956	114	4,572	37,659

1/ Includes the present roadway but excludes approved relocations not yet built.

2/ Surface types are grouped as follows: Low Type: slag, stabilized soil, and gravel or stone surfaces; Intermediate Type: bituminous treated and mixed bituminous surfaces; and High Type: bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick and block surfaces.



## MILEAGE OF THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

BY SURFACE WIDTH GROUPS AND BY AVERAGE DAILY TRAFFIC VOLUME GROUPS-1952

INTERSTATE 2

AVERAGE DAILY TRAFFIC	SURFACE WIDTH IN FEET						
	UNDER 20	20-21.9	22-23.9	24-26.9	27-39.9	40 & OVER	TOTAL
	RURAL AS DEFINED UNDER THE 1944 ACT						
Under 1,000	277	555	313	224	48	3	1,420
1,000 - 2,499	1,645	3,606	1,560	2,655	342	78	9,886
2,500 - 4,999	1,911	4,038	2,381	3,190	738	566	12,824
5,000 - 9,999	338	1,138	797	1,171	701	1,292	5,437
10,000 - 19,999	7	115	53	55	250	1,121	1,601
20,000 - 29,999	-	-	-	3	4	140	147
30,000 and Over	-	-	-	-	3	14	17
Total	4,178	9,452	5,104	7,298	2,086	3,214	31,332
	MUNICIPAL UNDER 5,000 POPULATION (RURAL AS DEFINED UNDER THE 1944 ACT)						
	UNDER 20	20-21.9	22-23.9	24-26.9	27-39.9	40 & OVER	TOTAL
	RURAL AS DEFINED UNDER THE 1944 ACT						
Under 1,000	4	7	7	-	3	2	23
1,000 - 2,499	73	109	64	67	37	27	377
2,500 - 4,999	125	185	105	143	119	131	808
5,000 - 9,999	43	89	68	67	136	211	614
10,000 - 19,999	-	7	4	7	28	103	149
20,000 - 29,999	-	-	-	-	-	17	17
30,000 and Over	-	-	-	-	-	3	3
Total	245	397	248	284	323	494	1,991
	URBAN AS DEFINED UNDER THE 1944 ACT						
	UNDER 20	20-21.9	22-23.9	24-26.9	27-39.9	40 & OVER	TOTAL
	RURAL AS DEFINED UNDER THE 1944 ACT						
Under 1,000	2	1	-	3	-	-	6
1,000 - 2,499	5	4	7	13	5	15	49
2,500 - 4,999	50	84	38	76	105	125	478
5,000 - 9,999	60	119	114	132	334	491	1,250
10,000 - 19,999	9	25	19	41	338	1,232	1,664
20,000 - 29,999	-	1	1	5	37	539	583
30,000 and Over	-	-	-	-	6	300	306
Total	126	234	179	270	825	2,702	4,336
	TOTAL						
	UNDER 20	20-21.9	22-23.9	24-26.9	27-39.9	40 & OVER	TOTAL
	RURAL AS DEFINED UNDER THE 1944 ACT						
Under 1,000	283	563	320	227	51	5	1,449
1,000 - 2,499	1,723	3,719	1,631	2,735	384	120	10,312
2,500 - 4,999	2,086	4,307	2,524	3,409	962	822	14,110
5,000 - 9,999	441	1,346	979	1,370	1,171	1,994	7,301
10,000 - 19,999	16	147	76	103	616	2,456	3,414
20,000 - 29,999	-	1	1	8	41	696	747
30,000 and Over	-	-	-	-	9	317	326
Total	4,549	10,083	5,531	7,852	3,234	6,410	37,659

## MILEAGE BUILT DURING 1953 ON THE FEDERAL-AID PRIMARY SYSTEM - RURAL

Compiled in Cooperation with  
State Highway DepartmentsTABLE FB-2, 1953  
ISSUED NOVEMBER 1954

STATE OR TERRITORY	TOTAL MILEAGE GRADED OR SURFACED 1/	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 2/											
			SUBTOTALS			D	E	F	G-1	G-2	H-1	H-2	I	J
			TOTAL	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING									
Alabama	291	-	291	20	271	-	-	14	-	164	-	8	50	55
Arizona	113	-	113	12	101	-	-	25	-	88	-	-	-	-
Arkansas	173	-	173	42	131	-	-	5	-	41	-	-	101	26
California	251	-	251	31	220	10	-	13	3	172	-	-	1	52
Colorado	208	-	208	11	197	-	16	-	-	192	-	-	-	-
Connecticut	7	-	7	1	6	-	-	-	-	2	5	-	-	-
Delaware	39	-	39	14	25	-	-	-	-	-	-	-	17	22
Florida	106	1	105	18	87	-	-	16	-	20	-	-	63	6
Georgia	598	8	590	42	548	-	-	56	-	-	-	146	388	-
Idaho	123	34	89	7	82	-	-	25	-	64	-	-	-	-
Illinois	403	-	403	30	373	-	-	-	-	-	-	-	340	63
Indiana	418	-	418	-	418	-	-	-	-	2	-	-	416	-
Iowa	750	-	750	39	711	-	210	73	42	-	65	-	287	73
Kansas	475	-	475	51	424	-	15	180	43	67	-	-	116	54
Kentucky	422	-	422	12	410	-	21	-	12	6	-	1	382	-
Louisiana	262	-	262	21	241	-	-	-	-	-	-	7	217	38
Maine	113	-	113	1	112	-	-	3	-	7	-	33	70	-
Maryland	113	-	113	27	86	-	-	-	1	-	-	-	103	9
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Michigan	375	-	375	46	329	-	13	39	34	-	-	-	195	94
Minnesota	540	-	540	54	486	-	63	10	56	328	-	-	-	83
Mississippi	86	-	86	4	82	-	-	60	19	-	-	-	-	7
Missouri	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Montana	437	24	413	58	355	-	29	31	42	310	-	-	1	-
Nebraska	169	-	169	23	146	-	21	2	53	17	-	-	68	8
Nevada	105	-	105	-	105	-	-	-	105	-	-	-	-	-
New Hampshire	45	-	45	7	38	-	-	7	-	14	-	-	24	-
New Jersey	50	-	50	-	50	-	-	-	-	-	-	7	36	7
New Mexico	116	-	116	18	98	-	-	-	-	38	-	-	78	-
New York	168	-	168	6	162	-	-	6	-	-	-	6	134	22
North Carolina	421	-	421	72	349	-	-	119	-	-	-	-	263	39
North Dakota	578	-	578	11	567	-	179	-	7	387	-	-	-	5
Ohio	444	-	444	19	425	-	-	-	-	20	-	1	384	39
Oklahoma	439	178	261	182	79	-	51	137	-	-	-	-	44	29
Oregon	294	-	294	82	212	-	-	66	-	-	-	62	166	-
Pennsylvania	381	-	381	17	364	-	2	20	-	-	-	39	272	48
Rhode Island	7	-	7	-	7	-	-	-	-	-	-	-	-	7
South Carolina	208	-	208	27	181	-	-	76	-	-	-	-	132	-
South Dakota	517	-	517	70	447	-	132	177	-	202	-	-	-	6
Tennessee	704	-	704	-	704	-	73	91	118	114	26	-	282	-
Texas	1,337	12	1,325	127	1,198	-	-	468	10	66	-	3	727	51
Utah	177	-	177	16	161	-	-	-	-	177	-	-	-	-
Vermont	34	-	34	-	34	-	-	6	-	8	-	-	20	-
Virginia	61	-	61	-	61	-	-	8	-	-	12	-	30	11
Washington	147	-	147	1	146	-	-	52	-	4	-	6	79	6
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	362	-	362	55	307	-	-	-	63	74	-	-	174	51
Wyoming	76	-	76	-	76	-	-	-	15	61	-	-	-	-
Subtotal 45 States	13,143	257	12,886	1,274	11,612	10	825	1,785	623	2,645	108	319	5,660	911
Hawaii	80	-	80	7	73	-	-	-	-	-	13	-	62	-
Puerto Rico	60	-	60	6	54	-	-	-	-	-	-	-	52	8
Total	13,283	257	13,026	1,287	11,739	10	825	1,785	623	2,645	126	319	5,774	919

1/ May not include a small amount of miles built in some States where the Federal-aid system routes overlap on local roads and streets.

2/ Surface types in these columns are as follows: D, soil surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous penetration nonrigid base; H-2, bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; and L, block.



## MILEAGE BUILT DURING 1953 ON THE FEDERAL-AID

## PRIMARY SYSTEM - URBAN

Compiled in Cooperation with  
State Highway DepartmentsTABLE FB-3, 1953  
ISSUED NOVEMBER 1954

STATE OR TERRITORY	TOTAL MILEAGE GRADED OR SURFACED 1/	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 2/											
			TOTAL	SUBTOTALS		D	E	F	G-1	G-2	H-1	H-2	I	J
				SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING									
Alabama	18	-	18	1	17	-	-	-	-	10	-	1	5	2
Arizona	7	-	7	-	7	-	-	-	-	7	-	-	-	-
Arkansas	8	-	8	1	7	-	-	-	-	-	-	-	8	-
California	46	-	46	24	22	-	-	-	-	30	-	-	4	12
Colorado	3	-	3	-	3	-	-	-	-	3	-	-	-	-
Connecticut	6	-	6	1	5	-	-	-	-	-	-	-	5	1
Delaware	3	-	3	1	2	-	-	1	1	-	-	-	1	-
Florida	18	1	17	4	13	-	-	-	6	1	-	-	8	2
Georgia	10	-	10	2	8	-	-	1	-	-	-	-	8	1
Idaho	1	-	1	-	1	-	-	-	-	1	-	-	-	-
Illinois	51	-	51	4	47	-	-	-	-	-	-	-	46	5
Indiana	45	-	45	-	45	-	-	-	-	-	-	-	45	-
Iowa	57	-	57	5	52	-	8	13	1	-	4	-	19	12
Kansas	11	-	11	4	7	-	-	-	-	-	-	-	6	5
Kentucky	9	-	9	2	7	-	2	-	-	-	-	-	7	-
Louisiana	9	-	9	-	9	-	-	-	-	-	-	-	9	-
Maine	3	-	3	-	3	-	-	-	-	-	-	1	2	-
Maryland	14	-	14	1	13	-	-	-	-	-	-	-	8	6
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Michigan	38	-	38	2	36	-	-	-	-	-	-	-	32	6
Minnesota	43	-	43	7	36	-	1	-	3	11	-	-	8	20
Mississippi	8	-	8	1	7	-	-	-	-	4	-	-	1	3
Missouri	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nebraska	6	-	6	-	6	-	-	-	-	-	-	-	3	3
Nevada	2	-	2	-	2	-	-	-	2	-	-	-	-	-
New Hampshire	4	-	4	-	4	-	-	-	-	-	-	-	4	-
New Jersey	28	-	28	6	22	-	-	-	-	-	-	-	18	10
New Mexico	15	-	15	-	15	-	-	-	-	2	-	-	13	-
New York	59	-	59	7	52	-	-	-	-	-	-	-	56	3
North Carolina	19	-	19	1	18	-	-	2	-	-	-	-	14	3
North Dakota	5	-	5	-	5	-	1	-	-	4	-	-	-	-
Ohio	38	-	38	12	26	-	-	-	-	-	-	-	23	15
Oklahoma	14	-	14	9	5	-	-	-	-	-	-	-	11	3
Oregon	2	-	2	2	-	-	-	-	-	-	-	-	2	-
Pennsylvania	83	-	83	4	79	-	-	-	-	-	-	2	53	28
Rhode Island	6	-	6	-	6	-	-	-	-	-	-	-	6	-
South Carolina	19	-	19	3	16	-	-	4	-	-	-	-	15	-
South Dakota	5	-	5	-	5	-	3	-	-	1	-	-	-	1
Tennessee	9	-	9	-	9	-	1	-	-	1	-	-	7	-
Texas	61	-	61	27	34	-	-	5	-	-	-	-	47	9
Utah	13	-	13	3	10	-	-	-	-	10	-	-	3	-
Vermont	8	-	8	-	8	-	-	-	-	-	-	-	8	-
Virginia	5	-	5	1	4	-	-	-	-	-	-	-	4	1
Washington	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	22	-	22	1	21	-	-	-	-	-	-	-	12	10
Wyoming	3	-	3	-	3	-	-	-	-	3	-	-	-	-
Dist. of Col.	3	-	3	-	3	-	-	-	-	-	-	-	3	-
Subtotal 44-States	837	1	836	136	700	-	16	26	13	88	4	4	524	161
Hawaii	2	-	2	1	1	-	-	-	-	-	-	-	2	-
Puerto Rico	11	-	11	-	11	-	-	-	-	-	-	-	9	2
Total	850	1	849	137	712	-	16	26	13	88	4	4	535	163

1/ May not include a small amount of miles built in some States where the Federal-aid system routes overlap on local roads and streets.

2/ Surface types in these columns are as follows: D, soil surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous penetration nonrigid base; H-2, bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; and L, block

## MILEAGE BUILT DURING 1953 ON FEDERAL-AID SECONDARY SYSTEM

Compiled in Cooperation with  
State Highway DepartmentsTABLE FB-4, 1953  
ISSUED NOVEMBER 1954

STATE	TOTAL MILEAGE BUILT	GRADED AND DRAINED	MILEAGE SURFACED <sup>1/</sup>								
			TOTAL	D-E	F	G-1	G-2	H-1	H-2	I	J K L
Alabama	765	-	765	-	693	-	72	-	-	-	-
Arizona	179	6	173	61	27	11	74	-	-	-	-
Arkansas	558	-	558	165	131	-	237	-	1	24	-
California	453	26	427	31	77	36	230	8	41	3	1
Colorado	2/ 228	-	228	38	2	-	188	-	-	-	-
Connecticut	25	-	25	-	-	-	-	2	21	2	-
Delaware	22	-	22	-	17	-	-	1	-	3	1
Florida	2/ 411	18	393	-	202	104	54	-	-	28	5
Georgia	1,104	164	940	147	579	-	-	-	132	81	1
Idaho	170	6	164	24	30	16	94	-	-	-	-
Illinois	479	-	479	161	-	283	-	-	-	30	5
Indiana	2/ 333	-	333	20	-	-	48	-	-	265	-
Iowa	1,812	518	1,294	1,229	42	-	-	-	-	10	13
Kansas	2/ 1,068	-	1,068	927	130	1	-	-	-	10	-
Kentucky	1,372	-	1,372	382	12	509	38	74	15	342	-
Louisiana	269	-	269	-	-	-	-	-	255	-	14
Maine	59	-	59	1	8	-	36	-	1	13	-
Maryland	2/ 49	-	49	-	-	10	-	1	-	38	-
Massachusetts	-	-	-	-	-	-	-	-	-	-	-
Michigan	561	17	544	133	123	185	-	-	-	99	4
Minnesota	1,642	29	1,613	770	72	453	317	-	-	-	1
Mississippi	2/ 238	-	238	-	190	44	-	-	-	4	-
Missouri	-	-	-	-	-	-	-	-	-	-	-
Montana	276	41	235	104	2	10	119	-	-	-	-
Nebraska	486	-	486	345	52	39	4	-	-	42	4
Nevada	93	-	93	22	-	71	-	-	-	-	-
New Hampshire	29	-	29	-	18	-	11	-	-	-	-
New Jersey	15	-	15	-	-	-	-	-	-	13	2
New Mexico	226	-	226	29	61	28	108	-	-	-	-
New York	117	-	117	1	-	-	5	-	87	19	5
North Carolina	2/ 159	-	159	2	38	-	1	-	-	111	7
North Dakota	1,231	137	1,094	1,037	-	13	44	-	-	-	-
Ohio	962	-	962	43	129	199	325	3	6	238	19
Oklahoma	1,067	173	894	529	326	10	13	-	-	15	1
Oregon	224	-	224	27	11	-	-	-	124	62	-
Pennsylvania	-	-	-	-	-	-	-	-	-	-	-
Rhode Island	15	-	15	-	-	-	-	-	-	15	-
South Carolina	504	-	504	-	470	-	-	-	-	34	-
South Dakota	550	-	550	321	113	27	84	-	-	-	-
Tennessee	774	-	774	193	230	148	154	-	-	14	-
Texas	2/ 749	27	712	16	548	-	-	-	10	120	18
Utah	204	41	163	22	-	14	126	-	-	1	-
Vermont	68	-	68	7	55	-	4	-	-	2	-
Virginia	1,002	-	1,002	332	574	-	-	89	-	7	-
Washington	189	-	189	75	70	-	9	-	13	17	5
West Virginia	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	790	-	790	-	-	382	360	-	-	46	2
Wyoming	151	49	102	33	11	7	51	-	-	-	-
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-
Subtotal 44 States	21,668	1,252	20,416	7,232	5,048	2,600	2,806	178	706	1,738	108
Hawaii	49	-	49	-	4	-	-	11	-	24	-
Puerto Rico	33	-	33	-	19	-	-	-	-	14	-
Total	21,750	1,252	20,498	7,232	5,071	2,600	2,806	189	706	1,786	108

<sup>1/</sup> Surface types in these columns are as follows: D, soil surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous nonrigid base; G-2, mixed bituminous rigid base; H-1, bituminous penetration nonrigid base; H-2, bituminous penetration rigid base; I, bituminous concrete and sheet asphalt; J, Portland cement concrete; K, brick; and L, block.

<sup>2/</sup> Does not include the mileage built on those portions of the Federal-aid secondary system that are not on the State systems.



MILEAGE COMPLETED DURING 1953 ON PROJECTS FINANCED WITH FEDERAL-AID HIGHWAY FUNDS

STATE OR TERRITORY	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED										COMBI- NATION	BRIDGES	STATE OR TERRITORY
			TOTAL MILEAGE SURFACED	SOIL- SURFACED	GRAVEL OR STONE	BITU- MINOUS SURFACE- TREATED	MIXED BITU- MINOUS	BITU- MINOUS PENETRATION	BITU- MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE					
Alabama	675.2	58.6	616.6	4.9	21.5	499.5	7.3	58.1	5.1	15.3	1.0	3.9	Alabama		
Arizona	208.9	82.5	126.4	-	5.5	27.6	92.5	-	-	4.3	-	.5	Arizona		
Arkansas	510.9	24.8	486.1	-	102.2	59.3	162.9	-	115.9	44.1	-	1.7	Arkansas		
California	333.9	17.0	316.9	11.9	2.8	23.2	209.5	5.7	-	42.6	18.1	3.1	California		
Colorado	437.4	29.8	407.6	-	185.6	9.4	211.5	-	-	-	-	1.1	Colorado		
Connecticut	11.9	2.7	9.2	-	-	-	-	2.1	1.3	5.4	-	.4	Connecticut		
Delaware	24.0	2.1	21.9	-	-	3.4	-	-	3.8	14.6	-	.1	Delaware		
Florida	229.9	19.6	210.3	-	-	104.9	51.4	-	50.7	2.2	-	1.1	Florida		
Georgia	521.8	9.9	511.9	.2	-	431.4	4.2	-	73.5	.7	-	1.9	Georgia		
Idaho	222.6	10.9	211.7	-	28.0	44.2	138.6	-	.2	-	-	.7	Idaho		
Illinois	753.5	30.7	722.8	-	168.5	138.6	110.8	-	204.9	97.0	-	3.0	Illinois		
Indiana	281.5	3.4	278.1	-	6.1	-	64.6	-	160.2	42.7	3.3	1.2	Indiana		
Iowa	948.8	94.3	854.5	-	716.5	19.2	28.9	-	18.8	69.5	-	1.6	Iowa		
Kansas	1,425.3	237.9	1,187.4	-	1,039.9	28.4	49.1	-	3.5	63.0	-	3.5	Kansas		
Kentucky	334.1	-	334.1	-	169.5	-	17.3	11.1	130.7	1.3	2.9	1.3	Kentucky		
Louisiana	91.5	-	91.5	-	-	42.1	-	-	17.6	30.8	-	1.0	Louisiana		
Maine	72.2	1.4	70.8	-	-	-	27.2	20.7	22.3	-	-	.6	Maine		
Maryland	90.6	-	90.6	-	2.2	29.2	21.7	29.2	3.5	4.4	-	.4	Maryland		
Massachusetts	30.9	-	30.9	-	-	-	-	3.1	27.5	-	-	.3	Massachusetts		
Michigan	574.5	54.9	519.6	-	206.6	57.9	148.9	-	16.3	86.8	2.1	1.0	Michigan		
Minnesota	1,344.5	355.6	988.9	-	425.4	-	468.9	-	-	92.8	1.3	.5	Minnesota		
Mississippi	602.0	106.4	495.6	15.4	77.4	373.4	22.6	-	-	3.0	-	3.8	Mississippi		
Missouri	764.4	6.7	757.7	-	567.0	42.3	7.6	-	38.5	96.2	2.4	3.7	Missouri		
Montana	321.5	6.7	314.8	-	82.4	-	231.6	-	-	.2	-	.6	Montana		
Nebraska	372.9	-	372.9	-	118.2	9.2	156.9	-	69.5	18.1	-	1.0	Nebraska		
Nevada	278.4	11.5	266.9	-	44.8	-	222.0	-	-	-	-	.1	Nevada		
New Hampshire	32.4	-	32.4	-	-	16.2	14.0	-	2.1	-	-	.1	New Hampshire		
New Jersey	29.9	8.1	21.8	-	-	-	-	-	10.2	10.6	.3	.7	New Jersey		
New Mexico	390.4	82.5	307.9	9.4	40.4	50.0	207.5	-	-	-	-	.6	New Mexico		
New York	326.7	.1	326.6	-	4.2	14.0	13.7	15.9	230.7	46.0	-	2.1	New York		
North Carolina	693.3	77.8	615.5	-	.5	506.8	60.6	-	41.4	3.0	-	3.2	North Carolina		
North Dakota	1,499.7	282.9	1,216.8	-	907.5	-	308.9	-	-	-	-	.4	North Dakota		
Ohio	207.5	.8	206.7	-	5.1	2.4	58.3	8.2	51.1	70.7	8.1	2.8	Ohio		
Oklahoma	349.5	94.7	254.8	-	33.4	155.4	-	-	32.8	31.1	-	2.1	Oklahoma		
Oregon	251.0	13.9	237.1	-	18.6	17.3	.1	122.3	77.2	-	-	1.6	Oregon		
Pennsylvania	196.5	-	196.5	-	-	-	-	57.7	93.4	43.5	-	1.9	Pennsylvania		
Rhode Island	25.4	4.7	20.7	-	-	-	-	-	20.3	-	-	.4	Rhode Island		
South Carolina	499.1	.9	498.2	.6	-	456.1	-	-	38.3	-	-	3.2	South Carolina		
South Dakota	717.6	29.2	688.4	-	499.0	12.7	167.9	-	1.4	6.3	-	1.1	South Dakota		
Tennessee	512.6	16.5	496.1	-	275.4	162.5	19.0	-	29.0	2.0	4.5	3.7	Tennessee		
Texas	1,625.2	60.0	1,565.2	12.1	7.1	1,376.1	-	-	134.4	27.1	.3	8.1	Texas		
Utah	501.1	3.0	498.1	-	328.7	-	167.5	-	1.7	-	-	.2	Utah		
Vermont	56.7	-	56.7	-	-	5.7	46.7	-	4.0	-	-	.3	Vermont		
Virginia	391.6	5.3	386.3	2.0	12.7	232.9	22.2	15.7	86.4	10.0	2.8	1.6	Virginia		
Washington	232.3	20.0	212.3	-	69.3	81.8	9.9	31.6	17.9	1.0	-	.8	Washington		
West Virginia	164.2	-	164.2	-	56.1	23.1	-	-	83.0	1.4	-	.6	West Virginia		
Wisconsin	703.3	41.8	661.5	21.5	256.2	-	244.3	-	45.4	91.8	.7	1.6	Wisconsin		
Wyoming	189.0	64.6	124.4	-	36.1	10.5	77.0	-	.3	-	-	.5	Wyoming		
Hawaii	46.0	-	46.0	-	.2	4.0	-	13.9	27.6	-	-	.3	Hawaii		
Dist. of Col.	2.1	1.0	1.1	-	-	-	-	-	-	1.1	-	-	Dist. of Col.		
Puerto Rico	30.1	-	30.1	-	-	15.7	-	-	3.2	10.7	-	.5	Puerto Rico		
Total	21,136.3	1,975.2	19,161.1	78.0	6,520.6	5,086.4	3,873.6	395.3	1,995.6	1,087.3	47.8	76.5	Total		

## FEDERAL-AID AND FOREST HIGHWAY PROJECTS COMPLETED DURING CALENDAR YEAR 1953

STATE OR TERRITORY	FEDERAL-AID PROJECTS										FOREST HIGHWAY CONSTRUCTION PROJECTS			STATE OR TERRITORY					
	PRIMARY SYSTEM RURAL					SECONDARY SYSTEM RURAL					URBAN AREAS					TOTAL FEDERAL-AID			
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST		FEDERAL FUNDS	MILES			
Alabama	\$8,535	\$4,522	69.8	\$11,171	\$5,262	582.7	\$2,010	\$1,011	22.7	\$21,716	\$10,795	675.2	\$364	\$182	21.1	Alabama			
Arizona	5,583	3,304	54.6	3,662	2,541	148.6	723	481	5.7	9,968	6,326	208.9	1,867	1,867	47.0	Arizona			
Arkansas	9,911	5,090	164.5	6,708	3,668	341.9	749	375	4.5	17,368	8,833	510.9	535	535	30.2	Arkansas			
California	20,870	8,895	57.5	12,066	6,711	231.1	33,591	16,903	45.3	66,527	32,509	333.9	3,082	3,056	33.7	California			
Colorado	7,887	4,216	136.1	6,649	4,290	301.3	245	138	(1/)	14,781	8,644	437.4	2,345	2,345	48.0	Colorado			
Connecticut	3,815	1,883	5.5	2,892	1,445	1.4	3,741	2,041	5.0	8,448	4,369	11.9	-	-	-	Connecticut			
Delaware	2,662	1,327	11.7	2,158	1,121	10.8	671	334	1.5	5,491	2,782	24.0	-	-	-	Delaware			
Florida	4,499	2,355	33.3	5,069	2,733	185.1	2,063	1,030	11.5	11,631	6,158	229.9	-	-	-	Florida			
Georgia	11,387	5,795	119.8	8,656	4,389	389.5	3,324	1,678	12.5	23,367	11,862	521.8	413	206	18.6	Georgia			
Idaho	5,013	3,219	67.5	4,498	2,747	194.4	1,224	80	7.7	9,635	6,046	222.6	4,849	4,849	81.8	Idaho			
Illinois	25,316	12,724	228.8	15,561	7,784	194.5	20,212	10,341	30.2	61,089	30,849	753.5	-	-	-	Illinois			
Indiana	11,545	5,780	63.9	6,973	3,290	194.5	6,182	4,044	23.1	24,700	13,114	281.5	-	-	-	Indiana			
Iowa	7,914	4,005	156.4	8,717	4,314	763.8	1,974	982	28.6	18,605	9,301	948.8	-	-	-	Iowa			
Kansas	10,984	5,474	210.8	9,556	4,834	1,183.9	4,895	3,030	30.6	25,435	13,338	1,425.3	-	-	-	Kansas			
Kentucky	4,139	2,172	39.8	7,805	3,955	279.4	3,655	1,789	14.9	15,599	7,916	334.1	131	131	1.5	Kentucky			
Louisiana	6,872	3,411	40.7	3,623	1,860	47.4	761	380	3.4	11,256	5,651	91.5	-	-	-	Louisiana			
Maine	3,154	1,661	16.1	6,111	3,652	49.3	1,496	737	6.8	10,761	6,050	72.2	-	-	-	Maine			
Maryland	3,379	1,662	6.0	2,189	1,100	79.7	1,799	824	4.9	7,367	3,586	90.6	-	-	-	Maryland			
Massachusetts	4,414	2,193	9.4	2,551	1,151	12.0	12,043	5,944	9.5	18,808	9,288	30.9	-	-	-	Massachusetts			
Michigan	14,340	7,106	143.6	9,998	5,211	411.5	11,953	5,695	19.4	36,291	18,012	574.5	906	454	22.3	Michigan			
Minnesota	8,954	4,508	194.1	7,476	3,758	1,111.4	5,520	3,470	39.0	21,950	11,736	1,344.5	402	402	11.2	Minnesota			
Mississippi	6,088	3,413	128.8	9,081	4,476	471.1	620	310	2.1	15,789	8,199	602.0	126	63	10.7	Mississippi			
Missouri	17,499	8,882	131.2	9,999	5,142	621.5	11,029	6,150	11.7	38,527	20,174	764.4	144	144	10.9	Missouri			
Montana	4,040	2,343	109.2	5,203	3,109	211.9	610	544	.4	9,853	5,996	321.5	2,543	2,543	79.7	Montana			
Nebraska	5,476	2,651	128.4	5,220	2,719	232.9	2,238	1,141	11.6	12,934	6,511	372.9	190	190	3.5	Nebraska			
Nevada	3,319	2,239	154.9	2,128	1,188	121.1	421	334	2.4	5,868	4,329	278.4	307	307	2.8	Nevada			
New Hampshire	862	421	3.7	2,390	1,188	24.5	767	379	4.2	4,019	1,988	32.4	384	384	4.2	New Hampshire			
New Jersey	8,015	3,954	13.0	671	287	4.4	16,326	7,975	12.5	25,012	12,216	29.9	-	-	-	New Jersey			
New Mexico	5,369	3,426	129.5	4,874	3,093	252.4	869	678	8.5	11,112	7,197	390.4	854	854	15.8	New Mexico			
New York	21,972	10,338	185.5	12,080	5,450	108.2	37,653	17,093	33.0	71,705	32,881	326.7	-	-	-	New York			
North Carolina	8,490	4,235	100.2	10,618	5,287	548.9	3,552	1,766	44.2	22,660	11,288	693.3	-	-	-	North Carolina			
North Dakota	6,627	3,347	410.0	6,175	3,075	1,060.6	609	302	29.1	13,411	6,724	1,499.7	-	-	-	North Dakota			
Ohio	20,470	9,920	71.3	11,644	6,013	115.9	24,923	13,445	20.3	57,037	29,378	207.5	53	53	1.7	Ohio			
Oklahoma	9,124	4,773	89.5	6,316	3,290	241.8	4,745	2,564	18.2	20,185	10,627	349.5	-	-	-	Oklahoma			
Oregon	6,576	3,156	65.8	6,720	4,060	183.4	989	576	1.8	14,285	7,792	251.0	3,130	2,850	52.2	Oregon			
Pennsylvania	11,362	5,681	22.8	14,121	6,902	140.4	30,806	15,355	33.3	56,289	27,938	196.5	-	-	-	Pennsylvania			
Rhode Island	1,150	575	3.7	452	226	2.8	11,804	6,283	18.9	13,406	7,084	25.4	-	-	-	Rhode Island			
South Carolina	2,530	3,026	51.9	6,396	3,156	439.6	3,444	1,940	7.6	15,370	8,122	499.1	-	-	-	South Carolina			
South Dakota	5,983	3,739	196.7	5,965	3,520	517.3	3,966	1,543	3.4	12,916	7,802	717.6	167	167	1.9	South Dakota			
Tennessee	10,239	4,948	102.7	7,083	3,540	384.3	4,448	2,133	25.6	21,770	10,621	512.6	33	16	7.6	Tennessee			
Texas	16,305	8,763	286.0	18,945	9,498	1,279.6	25,317	15,356	59.6	60,567	33,617	1,625.2	874	874	42.7	Texas			
Utah	4,984	3,703	93.1	5,072	3,911	397.9	1,706	1,228	10.1	11,762	8,842	501.1	-	-	-	Utah			
Vermont	2,621	1,310	15.6	2,545	1,298	38.6	626	313	2.5	5,792	2,921	56.7	-	-	-	Vermont			
Virginia	13,967	6,951	103.4	10,083	5,154	283.6	1,925	896	4.6	25,975	13,001	391.6	23	23	6.7	Virginia			
Washington	4,008	1,999	43.1	3,997	2,148	187.0	3,482	2,230	2.2	11,487	6,377	232.3	1,894	1,731	51.6	Washington			
West Virginia	6,480	3,207	77.4	4,333	2,200	83.3	2,366	1,185	3.5	13,179	6,592	164.2	340	167	16.0	West Virginia			
Wisconsin	19,702	9,812	211.5	12,511	6,127	469.1	7,342	3,978	22.7	39,555	19,917	703.3	230	230	12.2	Wisconsin			
Wyoming	2,197	1,436	34.4	3,945	2,565	152.1	618	507	2.5	6,760	4,508	189.0	273	273	2.3	Wyoming			
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	1,180	1,180	10.6	Alaska			
Hawaii	2,569	1,249	16.4	2,791	1,316	28.3	3,216	1,097	1.3	8,576	3,662	46.0	-	-	-	Hawaii			
Dist. of Col.	-	-	-	-	-	-	2,789	2,377	2.1	4,789	2,377	30.1	-	-	-	Dist. of Col.			
Puerto Rico	2,797	1,352	9.8	1,220	575	13.4	2,333	1,140	6.9	6,350	3,067	30.1	-	-	-	Puerto Rico			
Total	414,994	212,151	4,819.6	334,467	175,597	15,590.1	328,272	171,125	726.6	1,077,733	558,913	21,136.3	27,639	26,116	648.5	Total			

1/ Traffic signals, planting, and highway planning.

1/ Traffic signals, planting, and highway planning.



EXPENDITURES OF FEDERAL FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS  
DURING CALENDAR YEAR 1953

State	Federal Aid Highway Funds						Flood Relief & Dam and Bridge Design Projects	Total	Prevent Federal Aid Grade Crossing	Forest Road Funds	Other Funds	Grand Total
	Primary	Secondary	Urban	Interstate								
Alabama	5,339,812	5,306,817	1,117,822				11,764,451			115,164		11,879,615
Arizona	3,478,656	2,449,984	451,945	354,509			6,735,094			1,302,468	273,574	8,311,136
Arkansas	3,244,060	2,463,576	447,144				6,154,780			161,809	344,800	6,661,489
California	12,944,455	6,118,236	11,879,287	100,783			31,271,737			3,823,499	497,786	35,593,022
Colorado	3,472,693	2,868,862	1,241,385				7,582,940	341		1,920,630	2,673,789	12,177,700
Connecticut	3,058,503	745,472	1,106,834				4,910,809			1,339,867		4,910,809
Delaware	829,440	341,283	169,144				1,339,867					1,339,867
Florida	2,217,614	2,296,726	1,923,692				6,438,032	919			262,755	6,701,786
Georgia	6,292,764	3,972,714	1,254,844				11,520,322	55,436		92,360	1,421,261	13,089,379
Idaho	3,536,556	2,728,029	10,040				6,316,041			3,567,759	11,321	9,895,121
Illinois	8,647,331	7,409,033	10,989,080	948,786			27,994,230			7,405	13,405	28,001,635
Indiana	5,033,957	3,493,657	3,579,115				12,052,729	144,400			39,602	12,236,731
Iowa	2,964,115	3,480,868	393,862	29,161			7,264,653				23,719	7,648,372
Kansas	5,569,390	4,755,000	1,283,100	513,534			13,286,400				934,754	14,221,154
Kentucky	3,647,724	4,064,365	1,669,284				9,408,063			118,028	159,293	9,685,384
Louisiana	3,490,354	1,744,305	1,474,600	102,610			6,811,869	86,723			68,060	6,966,652
Maine	1,749,358	2,040,895	709,606				4,499,859	3,437		38,517	559,840	5,101,653
Maryland	641,404	1,331,977	1,594,250	76,000			3,643,631				444,727	3,688,358
Massachusetts	2,692,816	804,021	3,867,465				7,364,302					7,364,302
Michigan	6,427,329	4,122,592	4,125,080	34,771			14,709,772			427,381	47,749	15,184,902
Minnesota	6,086,208	3,887,849	2,842,258	25,775			13,015,835	101,264		403,554	117,012	13,637,665
Mississippi	4,524,182	5,417,815	620,113				10,562,110	2,523		17,619	49,196	10,637,448
Missouri	10,495,151	4,413,145	4,254,628	118,582			19,339,351			53,141		19,392,492
Montana	2,522,737	2,850,594	295,021				5,668,352			4,038,999	89,256	9,796,607
Nebraska	1,896,441	2,319,715	789,913				5,333,345			62,120		5,195,465
Nevada	3,127,950	1,955,476	120,573				5,203,999			510,069	1,077,300	6,791,368
New Hampshire	413,409	1,001,257	875,171	318,240			2,289,837	9,437		77,261	139,939	2,516,474
New Jersey	4,006,364	971,965	5,943,491				11,240,060					11,240,060
New Mexico	3,435,802	3,236,904	241,282	217,385			7,131,373	1,480		921,863	299,637	8,354,353
New York	5,791,235	6,299,821	17,882,236				29,973,292	254,164			90,217	30,317,673
North Carolina	2,289,195	4,279,553	481,943				10,050,691	684			141,194	10,192,569
North Dakota	4,000,136	2,857,899	124,666	236,557			7,442,851	187,614				7,630,465
Ohio	10,409,892	5,267,644	10,827,986	468,876			26,974,398	3,960		45,182	2,167,697	29,191,237
Oklahoma	4,175,757	3,163,640	735,319				8,074,716	474,250		82,676	86,685	8,718,127
Oregon	4,387,325	3,571,248	601,772	219,335			8,779,680			4,964,870	1,112,100	14,856,650
Pennsylvania	9,969,263	6,781,888	10,285,890	512,454			27,549,495			8,195		27,557,690
Rhode Island	1,323,781	1,092,715	1,240,720				3,657,216				29,898	3,687,114
South Carolina	2,578,664	2,561,089	609,942				7,149,695				224,621	7,374,316
South Dakota	3,335,683	2,953,514	575,098	196,899			7,133,315	36,617		163,595	921,296	8,244,781
Tennessee	5,966,552	3,561,706	911,212				11,243,653	784		44,659	46,953	11,336,209
Texas	14,367,300	9,821,300	6,200,300	741,800			31,130,700	57,336		97,500	1,721,692	33,007,188
Utah	3,021,520	2,592,164	832,846				6,534,747	14,521		661,089	1,125,390	8,335,747
Vermont	968,166	408,019	408,019				2,398,619			46,020	9,440	2,464,657
Virginia	5,562,804	2,576,670	2,576,312	68,392			12,761,178	38,249		41,414	277,327	13,118,168
Washington	3,079,792	2,444,136	1,866,037	157,657			7,944,622	196,874		2,153,587	341,783	10,236,866
West Virginia	1,727,226	1,713,353	494,169				4,064,656			128,400		4,193,056
Wisconsin	10,575,807	4,853,846	3,664,808				19,104,461	37,743		70,963	83,793	19,286,960
Wyoming	2,283,497	2,468,646	1,195,308	186,315			5,133,766			1,157,586		6,291,352
District of Columbia	272,005	1,175,663	138,780				1,586,448					1,586,448
Hawaii	1,226,016	1,165,224	531,222				2,946,822				1,016,826	3,963,648
Puerto Rico	1,133,145	1,369,837	806,903				3,309,885					3,309,885
Alaska											1,298,440	4,149,037
Total	223,221,736	164,177,822	127,301,517	5,628,421			524,158,947	1,719,314		30,168,694	19,868,047	575,934,962
Foreign Programs (\$14,157,069) and Other Expenditures not Distributed by States												
Grand Total	223,221,736	164,177,822	127,301,517	5,628,421			534,555,780	1,719,314		30,537,244	15,550,619	602,231,004

# AUTHORIZATIONS OF MAJOR HIGHWAY FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS AS OF NOVEMBER 1, 1954

FISCAL YEAR	FEDERAL-AID						PUBLIC WORKS	DEFENSE HIGHWAYS	FOREST HIGHWAYS 1/	PUBLIC LANDS
	PRIMARY	SECONDARY	GRADE- CROSSING	URBAN	INTER- STATE	TOTAL				
1917	\$5,000,000					\$5,000,000			\$1,000,000	
1918	10,000,000					10,000,000			1,000,000	
1919	65,000,000					65,000,000			4,000,000	
1920	95,000,000					95,000,000			4,000,000	
1921	100,000,000					100,000,000			4,000,000	
1922	75,000,000					75,000,000			3,500,000	
1923	50,000,000					50,000,000			8,000,000	
1924	65,000,000					65,000,000			4,500,000	
1925	75,000,000					75,000,000			4,500,000	
1926	75,000,000					75,000,000			5,500,000	
1927	75,000,000					75,000,000			4,500,000	
1928	75,000,000					75,000,000			4,500,000	
1929	75,000,000					75,000,000			4,500,000	
1930	155,000,000					155,000,000			4,500,000	
1931	125,000,000					125,000,000			12,500,000	\$3,000,000
1932	245,000,000					245,000,000			9,500,000	
1933	125,000,000					125,000,000	\$400,000,000		14,500,000	2,000,000
1934							200,000,000		14,600,000	5,000,000
1935							400,000,000		7,000,000	2,500,000
1936	125,000,000					125,000,000			7,000,000	2,500,000
1937	125,000,000					125,000,000			7,000,000	
1938	125,000,000	\$25,000,000	\$50,000,000			200,000,000			9,333,333	2,500,000
1939	125,000,000	25,000,000	50,000,000			200,000,000			9,333,333	2,500,000
1940	100,000,000	15,000,000	20,000,000			135,000,000			6,666,667	1,000,000
1941	115,000,000	15,000,000	30,000,000			160,000,000			8,666,667	2,000,000
1942	100,000,000	17,500,000	20,000,000			137,500,000		\$210,000,000	7,000,000	1,500,000
1943	100,000,000	17,500,000	20,000,000			137,500,000		30,000,000	7,000,000	1,500,000
1944										
1945	225,000,000	150,000,000		\$125,000,000		500,000,000			25,000,000	
1946	225,000,000	150,000,000		125,000,000		500,000,000			25,000,000	
1947	225,000,000	150,000,000		125,000,000		500,000,000				
1948										
1949										
1950	202,500,000	135,000,000		112,500,000		450,000,000			20,000,000	5,000,000
1951	202,500,000	135,000,000		112,500,000		450,000,000		10,000,000	20,000,000	5,000,000
1952	225,000,000	150,000,000		125,000,000		500,000,000		85,000,000	20,000,000	
1953	225,000,000	150,000,000		125,000,000		500,000,000			20,000,000	
1954	247,500,000	165,000,000		137,500,000	\$25,000,000	575,000,000			22,500,000	2,500,000
1955	247,500,000	165,000,000		137,500,000	25,000,000	575,000,000			22,500,000	2,500,000
1956	315,000,000	210,000,000		175,000,000	175,000,000	875,000,000			22,500,000	1,000,000
1957	315,000,000	210,000,000		175,000,000	175,000,000	875,000,000			22,500,000	1,000,000

1/ Forest highway funds administered in cooperation with Forest Service, Department of Agriculture.



## FEDERAL HIGHWAY FUNDS APPORTIONED DURING THE CALENDAR YEAR 1953

FEDERAL FUNDS AUTHORIZED FOR THE FISCAL YEAR 1955

State or Territory	FEDERAL-AID FUNDS 1/					Forest	State or Territory
	Primary (\$247,500,000)	Secondary (\$165,000,000)	Urban (\$137,500,000)	Interstate (\$25,000,000)	Total (\$575,000,000)	Highway funds 2/ (\$22,500,000)	
Alabama	\$5,254,353	\$4,071,630	\$1,767,190	\$536,065	\$11,629,238	\$64,334	Alabama
Arizona	3,682,659	2,508,001	524,664	374,943	7,090,267	1,276,414	Arizona
Arkansas	4,099,014	3,280,781	754,576	417,845	8,552,216	305,556	Arkansas
California	11,302,419	5,819,399	11,990,492	1,156,953	30,269,263	3,218,818	California
Colorado	4,430,632	2,959,462	1,121,056	451,275	8,962,425	1,611,830	Colorado
Connecticut	1,596,556	804,375	2,612,362	163,779	5,177,072	-	Connecticut
Delaware	1,206,563	804,375	276,636	121,875	2,409,449	-	Delaware
Florida	4,000,064	2,614,900	2,418,720	408,607	9,442,291	130,656	Florida
Georgia	6,093,832	4,654,049	1,965,808	621,611	13,335,300	78,999	Georgia
Idaho	3,035,086	2,134,840	259,599	308,923	5,738,448	2,289,655	Idaho
Illinois	9,485,889	5,165,722	9,433,309	970,391	25,055,311	27,071	Illinois
Indiana	5,844,963	4,028,914	3,227,030	596,664	13,697,571	14,450	Indiana
Iowa	5,946,365	4,351,647	1,601,372	605,903	12,505,287	730	Iowa
Kansas	5,975,744	4,183,753	1,267,798	608,403	12,035,698	-	Kansas
Kentucky	4,538,481	3,767,905	1,400,780	463,271	10,170,437	46,224	Kentucky
Louisiana	3,836,826	2,777,082	1,977,289	391,908	8,983,105	51,897	Louisiana
Maine	2,065,955	1,478,426	563,746	210,595	4,318,722	8,425	Maine
Maryland	2,164,618	1,323,108	2,289,281	221,739	5,998,746	-	Maryland
Massachusetts	3,127,509	1,161,437	5,614,329	321,494	10,224,769	-	Massachusetts
Michigan	7,641,646	4,662,919	6,277,985	781,229	19,363,779	240,995	Michigan
Minnesota	6,385,910	4,508,055	2,196,488	650,982	13,741,435	309,148	Minnesota
Mississippi	4,401,911	3,666,740	746,808	448,780	9,264,239	106,105	Mississippi
Missouri	7,177,220	4,856,080	3,321,925	732,034	16,087,259	114,561	Missouri
Montana	4,945,242	3,401,828	317,626	503,085	9,167,781	1,791,703	Montana
Nebraska	4,801,122	3,404,259	791,122	488,697	9,485,200	20,991	Nebraska
Nevada	3,179,310	2,124,823	102,729	323,336	5,730,198	403,466	Nevada
New Hampshire	1,206,563	804,375	399,467	121,875	2,532,280	120,204	New Hampshire
New Jersey	3,183,593	1,071,310	5,904,745	327,310	10,486,958	-	New Jersey
New Mexico	4,002,794	2,749,864	442,682	407,405	7,602,745	913,427	New Mexico
New York	11,573,650	4,637,841	18,029,580	1,187,586	35,428,657	-	New York
North Carolina	6,101,355	5,211,948	1,733,316	622,886	13,669,505	137,899	North Carolina
North Dakota	3,572,139	2,593,772	228,084	363,355	6,757,350	80	North Dakota
Ohio	8,586,082	5,222,980	7,805,716	878,337	22,493,115	12,130	Ohio
Oklahoma	5,269,114	3,772,951	1,473,687	536,936	11,052,688	15,512	Oklahoma
Oregon	4,209,393	2,941,860	1,081,596	428,962	8,661,811	3,098,057	Oregon
Pennsylvania	9,663,980	5,751,129	10,211,618	989,979	26,616,706	59,956	Pennsylvania
Rhode Island	1,206,563	804,375	964,266	121,875	3,097,079	-	Rhode Island
South Carolina	3,315,477	2,745,191	927,881	338,411	7,326,960	73,685	South Carolina
South Dakota	3,845,626	2,746,570	261,991	391,167	7,245,354	175,551	South Dakota
Tennessee	5,335,882	4,158,793	1,950,550	544,484	11,989,709	75,413	Tennessee
Texas	15,972,097	10,694,852	6,462,029	1,628,769	34,757,747	71,199	Texas
Utah	2,830,795	1,872,691	571,559	288,296	5,563,341	746,883	Utah
Vermont	1,206,563	804,375	210,027	121,875	2,342,840	39,640	Vermont
Virginia	4,676,730	3,634,841	2,103,426	477,631	10,892,628	145,940	Virginia
Washington	4,070,327	2,719,183	2,035,293	415,444	9,240,247	1,561,709	Washington
West Virginia	2,685,059	2,337,564	877,871	274,317	6,174,811	88,737	West Virginia
Wisconsin	5,816,900	4,058,553	2,641,382	593,492	13,110,327	125,457	Wisconsin
Wyoming	3,070,586	2,080,954	146,664	312,346	5,610,550	959,455	Wyoming
Alaska	-	-	-	-	-	1,960,694	Alaska
Hawaii	1,206,563	804,375	453,586	-	2,464,524	-	Hawaii
Dist. of Col.	1,206,563	804,375	1,165,310	121,875	3,298,123	-	Dist. of Col.
Puerto Rico	1,278,217	1,335,768	1,159,454	-	3,773,439	6,344	Puerto Rico

1/ Apportioned to the States effective January 1, 1954.

2/ Apportionment effective January 1, 1954. No National Forests in States for which no apportionments are shown.

## PRICE TRENDS IN HIGHWAY CONSTRUCTION

Based on contract prices for Federal-aid construction

YEAR	COMMON EXCAVATION 1/				CONCRETE PAVEMENT 1/				STRUCTURES				COMPOSITE MILE INDEX 2/				
	AVERAGE BID PRICE CU. YD.	SUB-INDEX			AVERAGE BID PRICE SQ. YD.	SUB-INDEX			AVERAGE BID PRICE				SUB-INDEX				
		1925-29 = 100	1940 = 100	1946 = 100		REIN- FORCING STEEL-LB.	STRUCTURAL STEEL LBS.	STRUCTURAL CONCRETE CU. YD.	1925-29 = 100	1940 = 100	1946 = 100	1925-29 1/ = 100	1940 1/ = 100	1946 1/ = 100			
1925	\$0.39	110.0			\$2.36	106.4			\$0.056	\$0.067	\$22.53	103.9			107.5		
1926	.36	103.7			2.29	103.1			.053	.074	22.76	103.7			103.4		
1927	.35	100.3			2.29	103.3			.051	.071	22.65	101.5			101.9		
1928	.34	96.0			2.10	94.5			.049	.067	21.22	96.1			95.3		
1929	.32	90.0			2.05	92.7			.048	.059	21.58	95.0			92.1		
1930	.30	86.3			1.86	84.1			.045	.061	20.08	89.4			85.7		
1931	.27	77.6			1.68	75.6			.040	.054	18.02	79.9			76.8		
1932	.18	55.0			1.44	64.8			.034	.046	15.33	68.0			61.0		
1933	.26	74.0			1.67	75.1			.038	.046	16.15	72.2			76.7		
1934	.29	83.3			1.90	85.8			.043	.053	17.73	80.8			84.0		
1935	.26	73.3			1.90	85.6			.044	.052	17.78	81.5			80.6		
1936	.26	74.8			1.91	86.0			.046	.060	20.25	90.0			82.9		
1937	.24	69.0			1.89	85.1			.048	.066	19.76	91.5			79.4		
1938	.21	59.8			1.72	77.5			.045	.063	19.06	87.2			72.8		
1939	.21	59.8			1.73	77.8			.044	.059	19.13	85.9			72.6		
1940	.21	59.2	100.0		1.68	75.6	100.0		.045	.063	19.17	87.6	100.0		71.6	100.0	
1941	.24	69.2	117.3		1.87	84.1	111.0		.054	.076	21.44	100.8			81.4		
1942	.37	104.1	176.5		2.39	107.9	142.4		.065	.090	26.16	122.3			108.8		
1943	.44	124.0	210.3		2.71	122.3	161.5		.067	.095	30.19	134.4			124.9		
1944	.37	106.6	180.8		2.45	110.6	146.0		.064	.089	31.94	136.5			113.1		
1945	.36	101.6	172.2		2.38	107.4	141.9		.062	.077	31.62	132.5			109.0		
1946	.35	99.1	168.0	100.0	2.65	119.3	157.5	100.0	.075	.113	38.79	164.7			119.0		100.0
1947	.38	108.4	183.9	109.3	3.01	135.5	178.9	113.4	.093	.132	45.84	196.9			135.0		113.6
1948	.42	119.3	202.3	120.3	3.37	151.9	200.6	127.2	.108	.158	51.00	223.9			151.2		127.1
1949	.38	107.4	182.1	108.4	3.40	153.1	202.1	128.2	.104	.146	47.36	240.1			145.8		122.5
1950	.33	94.5	160.2	95.3	3.32	149.8	197.8	125.4	.100	.139	44.62	199.4			137.7		115.8
1951	.39	110.0	186.5	111.0	3.54	159.5	210.6	133.5	.120	.180	52.07	237.8			153.7		129.2
1952	.40	112.8	191.3	113.8	3.71	167.3	220.8	140.0	.123	.184	52.97	242.5			159.3		134.0
1st. Qtr.	.41	115.4	195.7	116.4	3.78	170.4	225.0	142.6	.122	.175	54.80	245.5			162.1		136.2
2nd. "	.41	117.9	200.0	119.0	3.74	168.6	222.6	141.1	.126	.175	56.55	255.4			163.6		137.5
3rd. "	.39	110.5	187.4	111.5	3.97	179.0	236.3	149.8	.126	.191	53.69	247.7			164.9		138.6
4th. "	.40	114.2	193.6	115.2	3.80	171.3	226.2	143.4	.124	.186	54.50	247.8			162.5		136.6
Average																	
1953	.40	114.8	194.7	115.8	3.96	178.5	235.7	149.4	.121	.192	53.91	245.4			165.9		139.4
1st. Qtr.	.39	112.0	189.9	112.9	3.73	168.2	222.0	140.8	.120	.180	51.67	237.1			158.5		133.2
2nd. "	.37	105.1	178.3	106.0	3.81	171.8	226.8	143.8	.123	.196	54.07	247.6			159.4		133.9
3rd. "	.36	102.3	173.4	103.2	3.76	169.5	223.8	141.9	.123	.175	54.48	245.0			156.9		131.8
4th. "	.38	108.6	184.1	109.5	3.82	172.0	227.1	144.0	.122	.186	53.53	243.8			160.2		134.6
Average																	
1954	.36	101.4	172.0	102.3	3.63	163.7	216.1	137.0	.115	.174	52.00	233.9			152.0		127.7
1st. Qtr.	.35	100.9	171.0	101.7	3.63	163.7	216.1	137.0	.115	.167	50.61	229.1			151.1		127.0
2nd. "	.36	101.4	172.0	102.3	3.53	159.2	210.1	133.2	.117	.167	50.64	229.9			149.2		125.4
3rd. "																	

1/ Bid prices and index figures for years subsequent to 1940 have been adjusted downward in order to eliminate the effect of increased design requirements.

2/ The composite mile is made up of average quantities of materials and includes 17,491 cubic yards of excavation, 3,726 square yards of paving, 16,000 pounds reinforcing steel, 4,325 pounds structural steel, and 68 cubic yards of structural concrete. The composite mile does not represent quantities involved in the actual construction of any particular type of road.

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## FEDERAL-AID HIGHWAY CONSTRUCTION EXPENDITURES

An analysis of Federal-aid construction contracts awarded during the calendar year 1953, showing the percentage distribution of the costs of the principal types of work, is given in table 1. The data included in table 2 were derived from a similar analysis of Federal-aid projects completed during the calendar year 1953 and show the percentage distribution of the costs of the major elements of highway construction.

The percentage distribution by systems of total construction expenditures (exclusive of right-of-way

and engineering costs) for projects completed during the calendar year 1953 is as follows:

Federal-aid rural primary system . 30.4

### Federal-aid urban primary system . 12.4

National interstate system-rural . . 14.0

National interstate system-urban . . . 8.1

Federal-aid secondary system . . . . 29.5

Other . . . . .	5.6
-----------------	-----

"Other" refers to access roads, forest and park roads, emergency, and miscellaneous projects.

TABLE 1.— PERCENTAGE DISTRIBUTION OF THE COSTS OF GRADING AND DRAINAGE, BASES, SURFACES, AND STRUCTURES, BY SYSTEM, 1953

[illegible]

1/ Including pipe items only, not culverts.

2/ Including pavement reinforcement.

3/ Concrete, structural reinforcement, structural steel, and structural excavation.

TABLE 2.—PERCENTAGE DISTRIBUTION OF THE COSTS OF MATERIALS AND SUPPLIES,  
LABOR, EQUIPMENT, MISCELLANEOUS, AND OVERHEAD, BY SYSTEM, 1953

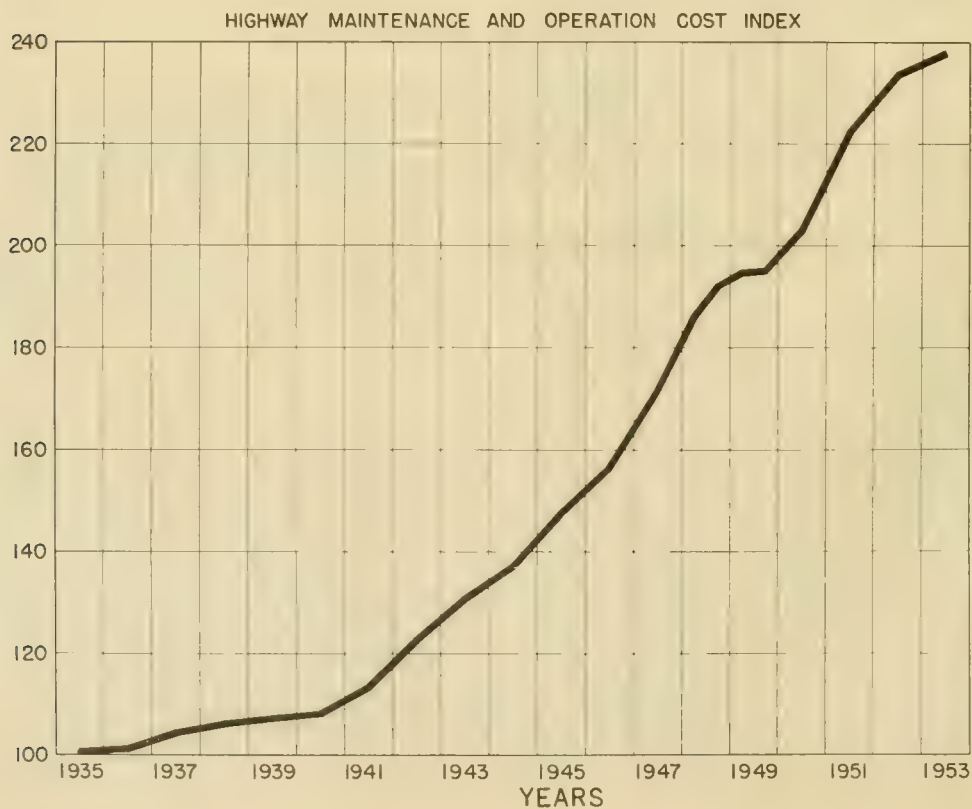
[illegible]

## COST TRENDS

HIGHWAY MAINTENANCE AND OPERATION, 1935-1953<sup>1/</sup>

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1935	100.00	100.00	100.00	100.00	100.00
1936	102.19	104.31	97.97	100.29	101.24
1937	106.48	104.42	99.31	102.50	104.46
1938	110.17	103.73	103.51	103.97	106.36
1939	111.29	101.64	105.87	105.83	107.23
1940	112.33	100.30	107.12	110.20	108.13
1941	121.16	102.86	110.11	111.33	113.30
1942	134.93	115.68	113.27	113.93	122.83
1943	151.82	117.76	114.46	116.87	130.88
1944	162.42	123.22	116.77	119.81	137.34
1945	171.16	130.10	129.89	135.01	147.52
1946	180.56	132.62	141.28	148.30	156.40
1947	198.40	145.83	153.39	162.38	171.28
1948	216.63	160.58	176.37	170.62	189.31
1949	223.13	156.04	188.02	176.40	194.95
1950	240.69	157.20	185.03	184.15	202.28
1951	263.83	170.98	206.46	200.77	222.41
1952	282.53	172.92	214.55	209.90	233.72
1953	287.21	174.08	220.65	212.10	237.88

<sup>1/</sup> Based upon the cost of maintaining and operating the existing State highway systems. Additional data are contained in the 1947 progress report of the Project Committee on maintenance costs, Highway Research Board.





## AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

CLASSIFICATION	NEW ENGLAND	MIDDLE ATLANTIC	EAST NORTH CENTRAL	WEST NORTH CENTRAL	SOUTH ATLANTIC	EAST SOUTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	UNITED STATES
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	CALENDAR YEAR 1953									
	2.33	2.58	2.68	2.11	1.97	1.99	1.89	2.53	2.73	2.33
	2.46	2.82	2.86	2.23	1.77	2.08	1.93	2.59	2.83	2.44
	1.77	2.12	2.19	1.68	1.31	1.41	1.35	2.04	2.34	1.83
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	FIRST QUARTER 1954									
	1.69	1.84	1.95	1.46	1.02	1.00	1.07	1.73	2.10	1.49
	2.45	2.89	2.85	2.46	2.02	2.26	1.93	2.64	2.64	2.56
	2.57	2.82	2.89	2.29	1.85	2.01	1.84	2.56	2.92	2.56
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	SECOND QUARTER 1954									
	1.46	2.14	2.27	1.57	1.32	1.36	1.35	1.95	2.45	1.92
	1.61	1.85	2.01	1.65	1.05	.88	1.06	1.64	2.25	1.61
	2.44	3.51	2.93	2.24	1.97	2.16	1.95	2.66	2.85	2.55
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	THIRD QUARTER 1954									
	2.72	2.47	2.87	2.22	1.84	2.22	1.89	2.63	2.88	2.42
	1.75	2.56	2.30	1.74	1.28	1.49	1.30	2.07	2.38	1.92
	1.60	1.68	1.97	1.44	1.00	1.07	1.04	1.76	2.15	1.46
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	THIRD QUARTER 1954									
	2.23	2.46	2.68	2.14	1.99	2.11	1.92	2.63	2.72	2.32
	2.53	2.89	3.01	2.34	1.89	2.28	1.88	2.71	2.94	2.50
	1.69	2.24	2.33	1.76	1.28	1.52	1.34	2.15	2.44	1.89
Executive, Administrative, and Supervisory Skilled Intermediate Grade Unskilled	THIRD QUARTER 1954									
	1.48	1.94	2.04	1.50	1.04	1.08	1.03	1.80	2.10	1.51

# FEDERAL AND STATE HIGHWAY EMPLOYMENT

## AVERAGE NUMBER OF EMPLOYEES

DURING THE CALENDAR YEAR 1953

STATE OR TERRITORY	CONSTRUCTION INVOLVING FEDERAL FUNDS			STATE WORK NOT INVOLVING FEDERAL FUNDS				GRAND TOTAL
	FEDERAL-AID PRIMARY, SECONDARY, URBAN AND INTERSTATE	FOREST, PARKS, AND MISCEL- LANEOUS	TOTAL	CONSTRUC- TION	MAINTENANCE	STATE ENGINEERING, SUPERVISORY, AND ADMIN- ISTRATIVE	TOTAL	
Alabama	2,317	1	2,318	1,451	1,224	653	3,328	5,646
Arizona	573	126	699	529	466	737	1,732	2,431
Arkansas	723	16	744	438	1,533	309	2,280	3,024
California	3,791	310	4,101	2,217	3,153	5,640	11,010	15,111
Colorado	827	237	1,064	174	570	725	1,469	2,533
Connecticut	585		585	612	1,620	1,452	3,684	4,269
Delaware	243		243	195	604	30	829	1,072
Florida	1,035	35	1,070	1,593	2,115	1,709	5,417	6,487
Georgia	1,642	101	1,743	2,367	2,216	1,888	6,471	8,214
Idaho	592	181	773	68	705	482	1,255	2,028
Illinois	2,530	8	2,538	2,147	3,446	1,859	7,452	9,990
Indiana	1,218	3	1,221	226	2,464	649	3,339	4,560
Iowa	912	85	997	667	1,597	945	3,209	4,206
Kansas	1,605	218	1,823	550	1,787	840	3,177	5,000
Kentucky	1,094	33	1,127	585	3,650	1,916	6,151	7,278
Loisiana	919	17	936	717	4,305	567	5,589	6,525
Maine	462	22	484	991	1,124	256	2,371	2,855
Maryland	344	304	648	1,160	1,707	988	3,855	4,503
Massachusetts	877		877	1,486	2,837	2,439	6,762	7,639
Michigan	1,975	69	2,044		3,774	1,818	5,592	7,636
Minnesota	1,422	73	1,495	1,273	2,189	1,934	5,396	6,891
Mississippi	1,402	76	1,478	3,690	1,475	663	5,828	7,306
Missouri	1,936	13	1,949	723	2,620	1,067	4,410	6,359
Montana	505	221	726	53	749	558	1,360	2,086
Nebraska	542	19	561	16	1,266	540	1,822	2,383
Nevada	306	94	400	12	356	337	705	1,105
New Hampshire	344	38	382	178	951	356	1,485	1,867
New Jersey	1,099		1,099	204	1,307	1,074	2,585	3,684
New Mexico	731	79	810	79	957	958	1,994	2,804
New York	3,357		3,357	957	5,456	2,433	8,846	12,203
North Carolina	1,011	34	1,045	655	7,490	2,108	10,253	11,298
North Dakota	670	16	686		515	342	857	1,543
Ohio	2,505	114	2,619	465	4,852	1,947	7,264	9,883
Oklahoma	1,010	23	1,033	837	1,699	486	3,022	4,055
Oregon	1,717	310	2,027	159	1,966	1,174	3,299	5,326
Pennsylvania	3,792		3,792	2,935	10,218	3,133	16,286	20,078
Rhode Island	397		397	29	619	241	889	1,286
South Carolina	1,602	14	1,616	858	2,615	929	4,402	6,018
South Dakota	610	15	625		686	561	1,247	1,872
Tennessee	1,044	65	1,109	1,217	2,082	446	3,745	4,854
Texas	4,518	169	4,687	3,329	5,834	4,357	13,520	18,207
Utah	475	81	556	70	590	503	1,163	1,719
Vermont	350	6	356		732	226	958	1,314
Virginia	1,559	44	1,603	1,844	6,957	1,550	10,351	11,954
Washington	826	136	962	590	1,116	1,129	2,835	3,797
West Virginia	697	7	704	232	3,714	597	4,543	5,247
Wisconsin	1,487	11	1,498	528	3,218	966	4,712	6,210
Wyoming	475	88	563		336	480	816	1,379
Hawaii	531	146	677		191	267	458	1,135
Dist of Col.	311	47	358	930	501	353	1,784	2,142
Puerto Rico	850		850	2,352	2,668	1,127	6,147	6,997
Alaska		179	179					179
Total	62,350	3,864	66,214	42,388	116,822	58,744	217,954	284,188







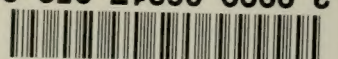








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